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TIME-TABLE.

WEEK DAYS.

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.51	8.05	10.33	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.58	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.83	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	2.43	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	3.21	6.30	8.08

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	3.11	4.28	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	3.25	4.42	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	3.38	4.55	6.18	6.47
Yaumati...	...Dep.	9.03	11.29	12.33	3.50	5.07	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	3.58	5.15	6.38	7.07

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WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	2.20	6.25
Shataukok ...Arr.	8.40	12.25	3.15	7.20

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shataukok ...Dep.	6.30	10.15	1.05	5.00
Fanling ...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	3.20	6.25
Shataukok ...Arr.	8.40	12.25	4.15	7.20

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shataukok ...Dep.	6.30	10.15	2.05	5.15
Fanling ...Arr.	7.25	11.10	3.00	6.10

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CHINESE BROKERS IN COURT.

JUDGMENT FOR DEFENDANT.

In the Summary Court yesterday morning, the Puisne Judge (Mr. Justice Wood) gave judgment in the action in which Cheung Chun Ming & Co., sued Chan Chun Nam & Co., for $878.38 damages for breach of a contract, dated June 5th last and made between the plaintiffs and defendants for the purchase of 1,000 Shanghai Dock shares at Tls. 138½ per share, on which there was a balance due of $878.38.

Mr. Haywood appeared for the plaintiff, while Mr McCallum was for defendant.

His Lordship in giving judgment said that the instrument sued upon was chargeable with stamp duty under the Stamp Ordinance (1921) as an "Agreement." It had not been duly stamped. The prescribed penalty had been paid by the plaintiff into Court, and would be remitted to the Treasurer, with the document, in due course.

The parties in the action were stockbrokers and members of the same Exchange. They entered into an agreement on June 5th, 1925, for the sale and purchase of certain shares, "Shanghai Docks," for a stated sum expressed in Taels, delivery to be made on July 1925 Settlement (July 28th). The agreement contained the following term: "Taels . . At exchange to be fixed one week before Settlement Day." The parties did not fix exchange.

Plaintiff now sued for a breach of this contract. Plaintiff's case was that there had been a breach of contract of sale by failure of the defendant to take delivery of the shares on the due date. The only question arising for decision was whether there was such a contract that the plaintiff might sue for the breach of it and recover damages. If this question had to be decided in the favour of plaintiff the amount of damages to be awarded had been agreed by the parties as the sum claimed on the writ.

His Lordship said his mind had not been free from doubt as to the right decision. The conclusion he had come to was that the agreement was one which had not ascertained the price and had provided no machinery for its ascertainment. The price in legal currency was left to be fixed by the parties at a later date by a further agreement between them. The contract was not complete at its commencement and was not implemented by the parties at any later stage.

No contract of sale, therefore, existed; and no claim for damages could be maintained for any breach of it by failure to take delivery under it. On this ground the plaintiff failed.

It was immaterial to decide which party was in default for the failure to fix the exchange in accordance with the agreement. As a matter of interest, he found that both parties alike were in default.

It was urged that, assuming the contract imposed a legal obligation on the defendant, the plaintiff must fail on the grounds that on Settlement Day (at 3 p.m.) he was not able and ready to deliver the shares in question to the defendant on demand. On this point His Lordship accepted the plaintiff's evidence that he was in fact able and ready to give due delivery at that time.

Judgment was entered for defendant with costs.

SAN FRANCISCO.

RAPIDLY BECOMING CENTRE FOR COTTON

With the great increase of cotton production in California, San Francisco is rapidly becoming a great cotton centre. All indications point to the fact that San Francisco will this year handle the biggest cotton crop ever known in the history of the port. Conservative estimates calculate this to be at least $5,000,000 in value.

Attention of the world in recent years has been focussed on the cotton industry of California. Formerly virtually confined to the southern states of the Union, there has in the past few years been a decided shift of this industry to western America and particularly California and Arizona.

Cotton growing in California is far past the experimental stage. Many thousands of acres are to-day planted to cotton and reports are that this acreage is constantly on the increase. Advices to the San Francisco Chamber of Commerce are to the effect that the cotton acreage of the San Joaquin and Sacramento Valleys, two of California's largest valleys, both tributary to San Francisco, will be doubled next year. In other words, cotton is rapidly becoming the leading agricultural product of California.

Preparations are under way in San Francisco for the handling of cotton on an increased scale. Accompanying these are plans for the establishment of a large textile centre here. When completed, this centre will be able to manufacture textiles of all sorts, including woollens as well as cotton. Financial interests of San Francisco and California are very optimistic regarding the future of the cotton industry in this section of the United States.

S.S. "COCHINCHINE."

SOLD FOR $45,000.

The s.s. *Cochinchine*, a French owned vessel, registered at Saigon, which has been lying for sometime at Shamshuipo, in the Harbour, was offered for sale of Mr. E. J. de Figueiredo, of Messrs. Hughes & Hough, Ltd., at 8 Des Vœux Road, yesterday.

The vessel was offered for sale in pursuance of an Order in the Supreme Court on August 7th. The owners were sued by three Chinese firms for non-payment for repairs carried out on the vessel and judgment was entered for plaintiffs.

One of the conditions of sale was that the purchaser should pay to the head bailiff of the Supreme Court, 25 per cent. in part payment of the purchase money. Another condition was that the sale was subject to the reserve price fixed by the Court, and if that price was not reached there would be no sale.

The bidding began at $25,000 and by bids of one thousand dollars each the price offered soon reached $43,000. There was then a short pause. Another thousand dollars bid was made. This was raised by Mr. Cheung Kwok Nam, of 115, Des Vœux Road Central, who thus secured the vessel for $45,000.

The s.s. *Cochinchine* is a single screw steamship. Her gross tonnage is 1,849 tons, speed, 9.5 knots, deadweight cargo capacity 2,240 tons, length 268.1 feet, beam 36.2 feet and draft loaded 20 feet 5 ins. She was built of steel in 1891 by the Flensburg, Schiffsbau Gesellschaft of Flensburg, and she is fitted with a wireless telegraphic installation.

OPIUM.

WHAT QUANTITY WOULD AN AVERAGE SMOKER CONSUME?

At the Central Magistracy yesterday, a Chinese was charged before Mr. R. A. D. Forrest with having possession of five taels of prepared opium.

Mr. R. W. A. Webster appeared for the defence and entered a plea of guilty, but it was claimed that there were extenuating circumstances.

The Defendant said that the opium was for his own consumption and that he had no thought of smuggling it or using it for any illicit purpose.

His Worship, who considered that five taels of opium was rather a large quantity for one person's use, asked the prosection if anyone knew how much one man would smoke a day.

Inspector J. Ogg, who was in charge of the case, said perhaps the interpreter might be able to answer the question.

The Court interpreter replied, amid laughter, that he did not smoke.

His Worship did not accept the defendant's excuse and fined him $500, remarking that he considered the amount in defendant's possession was far too much for one man to smoke.

RAILWAY TRAFFIC IN NORTH CHINA.

BIG CENTRAL STATION CONTEMPLATED.

Mr. Chu Sheng, chief of the metropolitan police, and other officials, discussed the suggestion of the Chiaotungpu for the construction of a big central station for the Peking-Mukden, Peking-Hankow and Peking-Suiyuan Railways in the vicinity of the Temple of Heaven. It is believed that the matter will be settled shortly. For the sake of convenience, says an *Asiatic News" Service* message, the government as well as public organizations are favourably inclined towards the scheme. The expenses will be shared by the above-mentioned three trunk railways.

MR. EUGENE CHEN.

According to a message dated August 27th received through the *Asiatic News Agency* General Yang Yu Hsun, chief of the Fengtien Bureau, has no intention of doing any personal harm to Mr. Eugene Chen, who is now in custody. But in accordance with orders from Mukden, he insists upon seeing the original copy of the alleged Mukden telegram reporting the sudden death of Marshal Chang Tso Lin with a view to conducting a thorough investigation in Fengtien into the source of information.

FISH FOR TOKYO.

According to the *Asiatic News Service* the Japanese Government railway authorities will shortly begin to transport fish caught along the coasts of Kyushu, Korea and China in refrigerating cars between Shimonoseki and Tokyo. This is a two days' rail journey and it will bring an important part of the fish supply, which has been consumed heretofore in other large cities, within the reach of the Japanese capital.

WHO COUNTED THEM?

The *Asiatic News Agency* says that according to a Japanese wireless announcement from Tokyo, the Municipal Authorities caught twenty-three million flies within the city on the fly-extermination day, that is August 15th. "This may be regarded," concludes the message, "as a satisfactory result in consideration of the unfavourable atmospherical conditions then prevailing in the Japanese capital."

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THE NEW FRENCH REMEDY

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RETURN OF THE "HONAM."

AN UNEVENTFUL TRIP.

NO CARGO UNLOADED.

Thousands of Chinese clustered around the Hongkong, Canton and Macao Steamboat Co.'s Wharf, yesterday afternoon, to await the return of the *Honam* from Canton, but if they expected to have the opportunity of welcoming back many of their friends and relatives from that city they were disappointed. The *Honam* berthed about 4.30 and reported an entirely uneventful voyage. She brought back with her 70 packages of silk, a considerable quantity of mail matter and 64 passengers, 30 of whom were Europeans, mostly Russians, and the remainder Chinese.

On the upward trip the *Honam* carried some twenty tons of Chinese cargo, comprising 336 packages and 180 passengers all of whom with the exception of four or five were Chinese. She did not proceed to her wharf at Canton but anchored off Shameen. No cargo boat came alongside so that it was impossible to unload any of her freight which has consequently been brought back to Hongkong.

There were no untoward incidents of any description, except that the vessel was carefully picketed. Launches containing the strike pickets circled round and round practically all the time the boat was at anchor. These launches kept sampans at a distance, and it was only by patiently waiting their opportunity that the Chinese passengers were able to get on board. When a launch appeared to be out of the way for a few minutes a sampan would come alongside quickly and in this way the 30 odd Chinese passengers were secured for the journey to Hongkong.

The packages of silk, forming the cargo, all came from Shameen and were brought on board by the launches owned by the foreign firms.

According to all accounts everything was quiet and peaceful in Canton. Foreigners move freely along the Bund and the rickshaw coolies appear particularly desirous of securing them as fares. There does not seem to be any sign of anti-foreign feeling; certainly no case of molestation has been reported.

The *Honam* leaves again for Canton this morning, and although no definite instructions have yet been issued on the subject it is possible that on this second trip, she will proceed direct to the Company's wharf there taking with her a large number of bags of mail. In all probability she will return to Hongkong on Sunday afternoon.

The results of the first experimental voyage were not epoch making as far as re-opening trade was concerned but the Company's officials are well satisfied with them.

LOCAL SPORT.

WEEK-END BASEBALL.

Four League matches are down for decision this week-end.

To-day at 2.30 p.m. the Volunteers will meet the Filipinos, and at 4.30 the Chinese will be opposed to the Americans.

On Sunday at 2 p.m. South China will oppose the Indians, and at 4 p.m. the Filipinos will meet the Japanese.

WATER POLO AT V.R.C.

Nine teams have entered the Water Polo League, these being the Victoria Recreation Club (2), K.B.S. F.P.A. (2), *Surreys*, *Ambrose*, *Carlisle*, *Tamar* and *Hermes*. Each team will meet only once owing to the limited time available. The draw takes place at the V.R.C. on Tuesday, where all matches will be played.

At the first fête of the season to-night a feature of the entertainment will be a water polo match between the Volunteer Defence Corps and H.M.S. *Hermes*. The Lyric Band will provide the music for the dance will will follow the fête.

HONGKONG FOOTBALL CLUB.

QUESTION OF NEW BUILDING DISCUSSED.

The annual meeting of the Hongkong Football Club was held at Jardine's Board Room yesterday evening, when Mr. W. Logan presided.

The 38th report and statement of accounts, 1924-25 were submitted. The report stated that forty-eight new members had joined the club during last season, but several members had also resigned. The total membership was 319. The records of the first and reserve teams showed that the first eleven finished third in the league whilst the reserves were 8th. With regard to the Rugby Section, it stated that the players acquitted themselves creditably. During the season several games in aid of charity were played and $2,106.05 were realized.

A FAVOURABLE REPORT.

The Chairman, in moving the adoption of the report, said that the accounts for 1924 showed that the assets of the club had increased by $330.48 and all surplus funds had been placed on a fixed deposit at 4½ per cent. per annum whilst sufficient to cover next year's preliminary expenses had been retained in the current account. Continuing, the Chairman said that Chinese matches brought in large gates and stand receipts, but they had been less last year because the Chinese did not play on the Club's ground. Subscriptions had, however, increased, and there was a sum due to the Club from the Association in respect of use of the Club's ground for the Shanghai Soccer Interport match, payment of which had been delayed because of the strike. The expenditure showed a considerable decrease. There had been increased cost in connection with the stand which was of great size and strength. The Committee had resolved that the only accounts to be balanced would be the figures in the bank's books on June 30th, which excluded some small items in the June statement.

Concluding, the chairman said that the auditors recommended that a book be issued to record stand receipts, showing number of tickets issued and the amount obtained, this sum to be initialled by the member of committee who received it from the collector. He then moved the adoption of the report and statement of accounts.

Mr. J. Ralston seconded and the proposition was carried unanimously.

The Chairman then proposed a vote of thanks to Mr. J. B. Hamilton for the excellent work he had done through the season. The proposition was carried with acclamation.

QUESTION OF NEW BUILDING.

Mr. Logan said that a point with reference to the club house had cropped up at the last committee meeting, when it was proposed that the present club house should be extended at a cost of from $200 to $300. He thought that it could be extended about 6 to 8 feet. He did not think that the time had yet come to put up a permanent club house. Concluding, he said that he would like to have the opinion of the members concerning its fensibility, but he knew that the committee were not prepared to go to heavy expenditure.

Mr. Jordain asked whether they would be given permission by Government to erect a permanent stand; whereupon the Chairman said that it was not possible until Morrison Hill was removed.

Mr. Jordain then suggested that extensions should be made on the present structure, up to a cost of $1,000.

Mr. R. W. Lee, the treasurer, said that the question had been brought up several times. Three outstanding suggestions had come before the committee, whether it was possible to get a new club-house, whether a temporary asbestos structure should be erected, and thirdly whether the present matshed should be extended. He suggested that the committee should enquire the cost of putting up a temporary building of asbestos, or extend the new matshed. He did not think that $1,000 would cover it.

Mr. Bishop suggested that the matshed should be extended.

Mr. Lee said that the matter rested on how long they were to be in the present situation.

Mr. J. McCubbin said that he thought that the present club-house should be extended.

The Chairman suggested that the matter should be left to the incoming committee to do what they could. He said that the new matshed last year cost $650 and Mr. Hamilton had induced the contractor to put it up this year for the same price. In normal times it would cost $800.

The Chairman's suggestion that the incoming committee should do what they could with regard to the building was acceded to.

ELECTION OF OFFICIALS.

The following officials were elected for the present season: President, Mr. W. Logan; Vice-President, Mr. J. Ralston; Chairman, Mr. J. McCubbin; Treasurer, Mr. R. W. Lee; Secretary, Mr. H. M. McTavish; Soccer Captain, Mr. G. S. Rodger; Vice-Captain, Mr. A. Mair; Rugger Captain, Mr. G. P. Lammert (junior); Vice-Captain, Mr. H. R. Forsyth; Committee: Messrs. S. J. Jordain, H. E. D. Adams, C. W. E. Bishop and M. Webster.

AL FRESCO CONCERT.

GATHERING AT NAVAL YARD.

There was a large attendance at the Naval Yard last evening, when a concert was given by the Imperial Concert Party, the proceeds of which were in aid of the Ministering Children's League (Naval Yard Branch). Commodore A. J. B. Stirling, C.B., R.N., kindly gave permission that the concert should be held on his tennis court. He had also allowed the party to use the R.N. Theatre for rehearsals.

The stage which had been erected by Messrs. W. Morrissey, M.B.E., R.N., and C. Thompson, R.N., was beautifully set out, draped with coloured scenes and Union Jacks. All around the tennis court, streamers of variegated colours were suspended. There was something novel, and charming about the surroundings.

The concert party, under the direction of Mr. Burrows, acquitted themselves well. There was little that was new in the items of the programme; the majority being akin to the miscellany of duets, sketches, and ludicrous scenes and songs which are included in the programmes of the usual pierrot troupes. There was, however, something new and artistic in their costumes being of vivid green and yellow.

Of the men, Mr. Burrows was easily the best actor, the "funny man," as the comedian is usually called. The more ludicrous a comedian can make himself, the better actor he is supposed to be. If this is the acme of a comedian's abilities, then Mr. Burrows acquitted himself well. Of the ladies, Miss May Gaubert was decidedly the best pierotte and singer. She has successfully mastered the characteristics necessary for a pierotte. In everything she did, she acted and sang delightfully, and more particularly in a song entitled, "Laughter Baby" for the rendering of which she was loudly applauded, and after which she was presented with a bouquet by a pretty little girl in the audience. Mrs. W. R. Fleming also sang sweetly. The other two ladies who sang, Miss Eva Finlay and Mrs. F. Lawrence, were also good. Of the gentlemen, Mr. W. G. Anderson was the best singer, and with "My Dreams," he brought off one of the hits of the evening.

The most ludicrous and amusing item of the evening was "Three Clerical Errors," performed by Messrs. Bert Burrows, Vic. Blundell and W. G. Anderson. The mocking of parsons never seems to be missing in pierrot programmes, but seldom has such a mock characterization been played better by any three local comedians. This was the most hilarious item of the evening, and received the most applause.

The little Misses Doreen Smith, Audrey Steel, and Irene Deacons danced gracefully. The first two won much applause in a little song scena, entitled the "Wooden Mil'tree."

The whole troupe consisted of Messrs. Bert Burrows, Vic. Blundell, Harold Vincer, W. G. Anderson, Mrs. W. R. Fleming, Mrs. F. Lawrence, Misses Eva Finlay, May Gaubert, Doreen Smith, Audrey Steel and Irene Deacon, whilst Mr. W. R. Fleming was at the piano.

MOTOR ACCIDENTS.

TRUCK AND TRAM-CAR COLLISION.

COOLIE'S SEVERE INJURIES.

Two motor accidents occurred yesterday, one at Des Vœux Road and the other at Praya East.

In the first accident, Lo Ka, a ricksha coolie whilst attempting to cross the street near the Western Market, was knocked down by a car, and sustained severe injuries to both legs. He was removed to the Government Civil Hospital in a critical condition.

The driver of the car was detained.

TRAM AND TRUCK.

In the second mishap a tram and motor truck were involved. The motor truck was in front, closely followed by the tram-car, when the truck driver had cause to pull up suddenly, so as to avoid knocking down a man who was crossing the tram track. There was not sufficient time for the tram-car driver to pull up, and in consequence the tram crashed into the rear part of the truck. The woodwork of the truck was damaged, but no one was hurt.

H.V.D.C.

ANNUAL MUSKETRY COURSE.

The current orders of the Hongkong Volunteer Defence Corps, state that part 2 of the annual musketry course is being fired by the Engineer Company and the Scottish Company at Stonecutters Range to-morrow (Sunday) and next Sunday respectively. The Infantry Company are firing part 1 of the Musketry Course at the Peak Range to-day and to-morrow.

The Range officers for the companies will be 2nd Lieut. R. H. Skelton (Engineer Company) 2nd Lieut. K. S. Morrison (Scottish Company) and 2nd Lieut. E. J. R. Mitchell (Infantry Company).

QUEEN'S

TO-DAY
at 2.30, 5.15, 7.15 and 9.15 p.m.

REGINALD DENNY

IN

THE GREATEST COMEDY HIT OF THE 1925 SEASON.

I'LL SHOW YOU THE TOWN.

REPULSE BAY HOTEL.

DINNER DANCE

SATURDAY, 5th SEPTEMBER

AND EVERY SATURDAY

From 8 p.m. to 12 Midnight.

TABLES MAY BE RESERVED.

DINNER DRESS.

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RUBBER SHARES.

LATEST QUOTATIONS.

Messrs. Carroll Bros. have received cable advice from Singapore that Rubber is now quoted at $1.25 per lb. and that the Tambalak Rubber Estates, Ltd., have declared a final dividend of 12 per cent.

The following are the quotations for rubber shares which they received at the same time.

	Straits.
Alor Gajahs	$1.90
Amalgamated Malays	3.20
Ayer Moleks	2.25
Ayer Panas	10.00
Balgownies	4.20
Bassetts	1.20
Bukit Jelutongs	1.15
Bukit Katils	1.35
Changkat Serdangs	8.10
Glencalies	2.10
Indragiris	8.50
Jerams	1.10
Jimahs	1.80
Kedahs	3.20
Kempas	6.50
Kuala Sidims	2.75
Lunas	11.75
Malaka Pindas	2.65
Malakoffs	4.50
Mandai Tekongs	0.85
Mayfields	8.50
New Serendahs	4.10
Pajams	9.50
Parit Peraks	3.25
Perak Rivers	1.85
Punggors	1.35
Sandycrofts	3.00
Scudais	2.65
Sungei Bagans	3.10
Tapahs	20.00
Tambalaks	1.30
Teluk Ansons	10.00
Temerlohs	1.05
United Malaccas	2.25
Utan Simpans	3.20

"DERWENT" IN TROUBLE.

According to a report reaching here yesterday the s.s. *Derwent* has been delayed on the high seas while on a trip from Hongkong to Saigon, owing to engine trouble.

She left Hongkong with a cargo on August 29th. Yesterday a report was received from H.B.M. Consulate, Saigon, that the vessel had stopped a little distance from Saigon to effect repairs. No assistance is being sent as this is not considered necessary.

Capt. E. Bentley is in the register as master. The crew comprise 5 Europeans and 22 Chinese.

BOY CLERKS IN THE R.A.F.

NEW SCHEME OUTLINED.

The Air Ministry announces that as a result of the experience gained from the working of the scheme for the enlistment of boys in the Royal Air Force as aircraft apprentices, a scheme has been drawn up on broadly similar lines for the entry of well educated boys for clerical duties.

The clerical work in the Royal Air Force, particularly that connected with pay and stores accounting, calls for intelligence and accuracy, and a capacity for readily assimilating instruction, and a good standard of education is therefore required. Candidates must be physically fit, between the ages of 15½ and 17, and must be of pure European descent and the sons of natural-born or naturalised British subjects. A pamphlet (Air Publication 1109) containing the detailed regulations can be obtained on application from the Secretary, Air Ministry, Adastral House, Kingsway.

THE WEATHER.

Last night, the Royal Observatory issued the following report:—

Warning to Hongkong:—Depression or typhoon of unknown intensity within 30 miles of Lat. 26 deg. N. Long 123 deg. E., moving N.W.

Pressure has increased slightly over N. Japan, Cape St. James, the Visayas and Guam; it has decreased slightly to moderately elsewhere.

The anticylone remains stationary and the typhoon continues on a N.W. track; it is situated near or over Naha.

Manila warning:—Cyclone or typhoon over or near Naha moving N.W.

Hongkong rainfall for the 24 hours ending at 6 p.m. to-day, 0.60 inch. Total since January 1st, 73.64 inches, against an average of 67.35 inches.

FORECAST FOR TO-DAY.

District	Forecast
Formosa Channel	N. windy, fresh.
South coast of China between Hongkong and Lamocks	W. or variable, moderate; fine generally
Hongkong to Gan Rock	do.
South coast of China between Hongkong and Haitan	do.

CHURCH SERVICES.

Union Church, Kennedy Road.—Sunday Service, September 6th:—

Morning Service at 11 o'clock:—

Hymns: 153, 31, 152, 213, 314.

Evening Service at 8 o'clock:—

Hymns: 255, 242, 221, 672.

Preacher:—Rev. R. J. Maltby, M.A., at both services. (2)

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Tram Station.—Sunday, 11 a.m. and Wednesday, 8.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12. (2)

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FIRE-RESISTING FLOORING
(Awarded Gold Medal Franco-British Exhibition.)
JOINTLESS, HYGIENIC & NON-SLIPPING
Laid by Our Own Workmen on
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We are making Flannel Suits in a Variety of Stripes and also from Plain Greys of Five Good Shades.
The Cut is Smart without being extreme, the Workmanship is of the Best and the Trimmings, an important part of a Suit which must be taken on trust, can be relied upon to prove as Sound as the Integrity of the Firm which guarantees them.
May we send you Patterns?
MACKINTOSH & Co., Ltd.
MEN'S WEAR SPECIALISTS.
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THIS SUPERFINE NEW ZEALAND TABLE BUTTER IS ON SALE AT OUR DEPOT AND BRANCHES.
THE NEW ZEALAND CO-OP DAIRY Co LIMITED AUCKLAND N.Z.
ANCHOR BRAND
1 LB. NETT
SUPERFINE QUALITY
PURE CREAMERY BUTTER
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GIVE IT A TRIAL. $1.10 PER LB.
THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

HONGKONG WEEKLY PRESS.
THE HONGKONG WEEKLY PRESS, PUBLISHED TO-DAY, CONTAINS NEWS FROM ALL PARTS OF CHINA.
All these items of information, supplied by various correspondents, are required to give an accurate idea of the peculiar position into which we have been forced by the Bolsheviks.
Because there have been no more reports of violent disturbances the impression at Home is that affairs in China are gradually returning to normal. It is difficult to realise that owing to the Trade Boycott the situation in this Colony has, to all intents and purposes, remained unchanged for over two months.
THE HONGKONG WEEKLY PRESS gives the facts. It is essential to the proper understanding of the Trade crisis.
24 Pages—Price 30 Cents.
On Sale by all Regular Newsboys.

PO HING FONG DISASTER.

CORONER'S SUMMING-UP AND JURY'S VERDICT.

The enquiry into the circumstances surrounding the death of the victims of the Po Hing Fong flood disaster was concluded at the Central Magistracy, yesterday afternoon.

Mr. S. B. B. McElderry was the Coroner. The Jury comprised Capt. Thomas Arthur (foreman), Mr. Ho Kom Tong and Mr. J. Sheppard. Mr. F. C. Jenkin attended the enquiry on behalf of five families involved in the catastrophe (the families of Chau Sin Ki, Chu Seng Sang, Chu Chung How, Wong Pak San and Chiu Yuk Chow).

A joint expert report on the disaster was prepared by Lieut.-Colonel Russell Brown, D.S.O., and Mr. P. R. Warren of Messrs. Armstrong, Whitworth & Co., who were called in to investigate the problems from an independent standpoint. This report was considered by the Jury on Wednesday.

Yesterday afternoon was devoted to the Coroner's summing-up. The Jury were occupied for half an hour in deciding upon their verdict.

Before the Coroner's summing-up Mr. Jenkin asked whether he might address the Jury on the facts. He had been informed, he said, that this was the custom, but, of course, the matter was entirely in the Coroner's hands.

The Coroner said that had Mr. Jenkin been representing anyone likely to be charged with manslaughter, he would have been right in addressing the Jury, but in the present circumstances he did not think it would be according to custom to hear Counsel's address.

Mr. Jenkin pointed out that he had come prepared to address the Jury, but the Coroner said he could not allow him to do so.

CORONER'S SUMMING-UP.

Addressing the Jury, the Coroner said: Lest there should be any misunderstanding I should like in the first place to make it clear to you what are the functions of a Coroner's jury in an enquiry such as the present: It is your legal duty to bring in a verdict as to the cause of death of Chiu Ping Wong, who was one of those found dead among the *débris* of the Po Hing Fong collapse, and whose case may be regarded as typical of that of all the 75 men, women and children who lost their lives through this disaster. If you consider that death has been caused by gross or criminal negligence on the part of any person or persons you must bring in a verdict of manslaughter against the person or persons thus negligent. If, on the other hand, you consider that no one has been guilty of gross negligence resulting in death you must bring in a verdict of death by misadventure. Gross negligence in this connection implies a reckless disregard of the consequences to human life which may result from the way in which actions otherwise lawful are performed. It is a personal matter. For your guidance I have handed to you already a memorandum containing extracts from Halsbury's Laws of England on the subject of what constitutes criminal negligence.

RECOMMENDATIONS.

Having carried out these duties imposed on you by law, it is highly desirable that you should go further and add by way of rider to your verdict any comments or recommendations which in your opinion may be of assistance in preventing the occurrence of similar disasters in future. By this means some good may yet result from this disaster, and the time and thought which you have ungrudgingly devoted to this investigation may be turned to the advantage of the community.

EXPERT WITNESSES.

Before coming to the facts of the case I should like to refer to the position of Col. Russell Brown, D.S.O., and Mr. P. R. Warren who have given expert evidence and have also assisted throughout the enquiry somewhat in the roll of Assessors. After consulting you and in accordance with the views put forward on your behalf by your foreman, I approached the Colonial Secretary who at my request obtained the services of these two gentlemen, and I have no doubt that you will agree that we are much indebted to them for their valuable assistance. I should like to emphasise that these gentlemen are in no sense Government witnesses. They have, as you are aware, investigated the problems from an unbiased and independent stand-point.

HISTORY OF THE SITE.

It may be well to review shortly the history of this site as given in evidence. There were before the collapse three retaining walls forming the northern support of the site of the old No. 8 Police Station. We have for convenience of reference called these walls Nos. 1, 2, and 3 counting from the bottom upwards. Between walls No. 2 and 3 there was a ledge, and at the foot of No. 2 wall there was also a ledge on which ran a path with an iron railing on the lower side. Below this railing there was a grassy slope as far as the top of wall No. 1. Walls No. 2 and 3 appear to have been built about the year 1860. The slope between the foot of wall No. 2 and top of wall No. 1 was part of the old natural ground. It was composed of earth and boulders, some of enormous size, which had doubtless rolled down from the cliffs above in previous ages. From the plans put in in evidence it would appear that some of the surface of this slope was removed when wall No. 1 was built, and that the old natural surface of the slope was therefore at a higher level than the surface as it existed prior to the collapse. In 1894, and again in 1895, there was a serious outbreak of plague in consequence of which an improvement scheme was devised for Tai Ping Shan, a district particularly affected. In connection with this scheme the terrace where the Po Hing Fong houses stood was carved out, and the retaining wall No. 1 built at the back to support the face of the cutting. You have seen the drawings for this wall, dated 12th November, 1896, with an additional height approved on 14th August, 1897. The wall was presumably completed in 1897. The buildings of the old No. 8 Police Station were taken over by Government in 1899.

REBUILDING ON THE SITE.

Mr. Creasy has given evidence as to the decision to rebuild on the site of No. 8 Station about December, 1924. He inspected the site carefully with Mr. Lowick, now on leave, who was then in charge of the Architectural Department. They saw the cracks in the east and West retaining walls and decided that there was no sign of recent movement. They looked at all the walls. Full data was supplied as to wall No. 1. The rebuilding of the retaining walls was deliberately considered to be unnecessary. We have seen the pipe through the case of No. 1 wall at the Eastern end of Im Mi Lane, with its constant discharge of clear water. We have had the evidence of Mr. Coysh, who as a Sanitary Inspector was formerly stationed in that district, that water used to leak from the base of No. 1 wall in wet weather, and to ooze out of the grassy slopes in Blake Gardens below. We have seen water flowing out from the base of other retaining walls in the neighbourhood. We have the opinion of the experts, after the event, that the original design of the wall No. 1 allowed too small a margin for stability.

In view of all this it may be questioned whether danger should not have been foreseen. It must, however, be remembered that there is no evidence of serious flooding having occurred in the houses or in Im Mi Lane at the back of them. There was a sewer running along and under this lane, but we have had no indication that it was not functioning properly. The cement surface of the lane showed no signs of sinking or buckling. The very fact that a constant spring flowed from a pipe at the bottom of this wall would naturally lead one to suppose that the problem of underground waters had been considered and measures taken to deal with it at some previous date—probably when the wall was constructed. And as regards the factor of safety, it seems to me hardly reasonable to expect that Mr. Creasy or Mr. Lowick should have made fresh theoretical calculations as to the design and stability of a wall which had been approved by their predecessors, had stood nearly thirty years and was apparently still in good condition, and on which, if anything, the strain was to be lessened.

I do not think that on the evidence available before the collapse took place and the state of the subsoil at the base of No. 1 wall was revealed, danger could reasonably have been foreseen. The new station was to be heavier than the old, and in order to avoid placing any additional strain on the retaining walls it was decided to place the new building further back so as to give an angle of 45° from the toe of wall No. 1 to the north face of the station. Taking all things into account this decision taken in January, 1924, seems to have been both cautious and deliberate and does not suggest a reckless disregard of consequences such as would support a charge of manslaughter.

There may be in your minds some question as to the positon of the officer or officers responsible in 1896 for the design of wall No. 1, in view of the opinion of the experts that the margin of safety allowed was insufficient. The wall stood nearly 30 years, during which time the conditions affecting stability appear to have changed for the worse; and I do not think that there is any evidence which would justify you in imputing criminal negligence to those who designed and approved the wall.

NO. 8 POLICE STATION.

I come now to the actual carrying out of the scheme for the rebuilding of No. 8 Police Station. Demolition of the old station began in February or early March 1925. The digging of the foundation trenches for the new station was begun about 20th May. By the end of June filling concrete had been put in where the trenches did not go down to large boulders or solid rock. At the date of the collapse, there still remained to be put in foundation reinforced concrete to a depth of from 9 inches to 18 inches according to the weight to be carried.

Apart from the digging of the trenches the old cement flooring of the site had not been disturbed; and on the date of the collapse the wooden linings of the trenches were projecting several feet above the surface for almost their whole length. There was a small portion of the Eastern end of the most southerly trench to which I shall refer later which had not this projecting boarding.

It will be convenient also to consider at this point the question of the new retaining wall between the top of Hospital Road and the site, referred to as Wall No. 4 in the report by the Experts. The alignments of this wall and of the old wall which it replaced are shown on the plan put in by Mr. Goldsmith. The work of demolishing the old wall and building the new was carried on simultaneously. It was begun on 17th November, 1924, and the new wall was completed up to the level of the road on 10th June, 1925. The parapet was to be built by the Architectural Department later on. An area between the carriage way of Hospital Road and the top of the new wall was left unsurfaced. During these operations a broad trench was left along the north side of the new wall. On the 24th of May, on the instructions of the engineer then in charge of the work on the new Police Station, the stones of the top course of the wall at the Eastern end of this trench were removed. No reason has been given in evidence for this action but the obvious effect was to provide a safe way of escape on to the cement surfaced ground of the Disinfecting Station for part at least of the waters reaching this trench.

EFFECT OF RAIN WATER.

I shall now consider the question of water reaching the site of the old No. 8 Station firstly by direct rainfall, and, secondly, by coming over or through the Hospital Road retaining wall, and the possible effect of such water as a cause of the disaster. In March there was a total rainfall as registered at the Observatory, Kowloon, of 8·3" of which 3·1" fell on 26th and 27th. In April there was a total of 7·9" of which 3" fell on 1st and 2" on 2nd. In May there was only a total of 2·6" with no heavy fall. In June there was a total of 23·3" of which 7·3" fell on 14th June, 4·1" on 15th June, and 2·2" on 24th June. In July up to the date of the disaster there was a total of 18·8" of which 2·7" fell on 11th, 2·3" on 14th July, 1·8" on 15th, 1·5" on 16th and 9·5" between 1.50 a.m. and 9.30 a.m. on the 17th. The collapse took place sometime between 9·15 and 9·30 on the 17th at a time when it was no longer raining heavily.

It may be assumed that very little of the rainfall on the part of the site not within the area surrounded by the trenches could have soaked into the ground, as outside this area the cement covering of the site remained substantially intact.

But the rain within the trenched area cannot have got away except by evaporation or by soaking in. Evaporation would be an important factor in showery weather, but could not be of much relative importance in times of heavy rainfall.

You have the opinion of Mr. Warren based on considerations regarding the old natural surface of the ground and the nature of the filling behind walls 2 and 3, that any water which soaked through these trenches must have come through the face of wall 3 and perhaps the upper part of wall 2, and that no substantial amount could have penetrated even to the bottom of wall No. 2, which was considerably above the top of wall No. 1. Mr. Warren has further given his reasons for holding that such water could not have affected the stability of walls 2 and 3.

Reference has been made to the fact that the site was not roofed over so as to protect it from direct rainfall, but it does not seem reasonable to expect that it should have been so protected; for if the factor of safety was so small that stability would be affected by direct rainfall, then the whole scheme was so imprudent that it should never have been undertaken. Such direct rainfall whether on the night preceding the collapse or during the whole period from the beginning of digging, when considered as a cause of the disaster, seems as a drop in a bucket, mere dust in the scales.

FLOOD WATER.

Of much greater importance is the question of the water which came over the retaining wall from Hospital Road. Obviously a large volume of water did come over on the morning of the collapse. The contractor's foreman, who was on Caine Road between 8 and 9 a.m. on the morning of 17th July has told us that about half the water that went over found its way down to the Disinfecting Station and that the other half went into the foundation trenches. He said that he actually saw water flowing into the trenches. He also said that in heavy rain water used always to go over the wall.

After the matsheds had fallen down he went and examined the trenches and noticed nothing except that they were flooded to a depth of an inch or two.

At this time the concrete for the foundation, except for the top layer of reinforced concrete, had all been laid down, so that the floor of the trenches must have been practically impervious to water. We have all seen some pools of water in a part of one of the trenches where the floor was of rock or boulders and where concrete was not thought necessary. We noticed that these pools were taking a long time to disappear. The sides of the trenches were boarded, and there was no outlet for water save by soakage through the sides and floor.

It appears to me therefore that the foreman's story is inconsistent. If water was flowing into the trenches in any quantity it could not have got away so quickly as to leave only an inch or two in the bottom when he looked in after the collapse of the sheds.

On the other hand we have abundant evidence that a large volume of water was going down the trench at the base of the Hospital Road retaining wall and over into the Disinfecting Station. I have little doubt that what the foreman saw was a rush of water going over the wall, and a certain amount of splash and foam going up against the boarding of the trenches and into the trench at its Eastern end where was the gap in the boarding to which I have referred, but, I personally am satisfied on a general view of the evidence given and from inspection of the ground that practically all the water which went over the wall or through the weepholes must have gone down the trench into the Disinfecting Station. Such water may therefore, I think, be left out of account as a possible cause of the disaster.

PREVIOUS FLOODING.

It has also been suggested that the damage may have been done by flooding of the site from Hospital Road in previous heavy rains. The top course of the Eastern retaining wall was removed on 24th May, 1925, and from that date at any rate the trench must have functioned as a way of escape for storm water coming over or through the wall. By the same reasoning as before I therefore think that we may leave out of account from this point of view the heavy rains of June and July up to the 16th as a possible cause of the disaster.

In this connection it is important to bear in mind the evidence of Mr. Goldsmith that up to a day or two before the collapse there was a pile of *débris* between the carriage way of Hospital Road and the top of the new wall, which must, to some extent at least, have acted as a barrier to prevent water from going over the wall. There was no heavy rain between 2nd April and 24th May. It is improbable that any serious amount of water went over in the heavy rains of late March and early April, as this would have interfered with the construction of the wall then going on and measures would have been taken to stop it. But even if some did go over and was not carried away by the trench the lapse of time would render this a most unlikely cause of the disaster.

PERCOLATION.

One other point in this connection has been raised, namely the possible effect of water soaking down behind the new retaining wall of Hospital Road and going below the foundations. This wall is well provided with weepholes, and Mr. Goldsmith who was responsible for its construction has assured us that its foundations were laid on sound boulders with concrete between, and that in his opinion nothing but a negligible quantity of water from behind the wall could have percolated through below the foundation. I think we may accept his opinion, confirmed as it is by that of Col. Russell Brown, as correct.

I therefore think that we may also eliminate from the possible cause of this collapse the effect of surface water reaching the site from Hospital Road during previous heavy rains.

What I have said hitherto is independent of any theory which you may adopt as to the actual way in which the collapse occurred, and covers I think the whole ground in so far as questions of responsibility for the conditions prior to the collapse are concerned.

RESCUE WORK.

In order that I may deal with the whole question of responsibility for loss of life before proceeding to other matters, it will be convenient to consider at this stage the arrangements made for the rescue of persons buried alive under the *débris*.

As you are aware the problem was a very difficult one, and misdirected effort, however well intentioned, was likely to hinder rather than advance rescue work. I think you will agree that the utmost possible was done to extricate without further injury, and when extricated to attend to those who had been buried alive, and that great credit is due to those who undertook the work, and in particular to the members of the Police Force, Fire Brigade, and St. John's Ambulance Brigade.

We have been unable to elicit in evidence, nor can I suggest any way in which the work could have been performed more efficiently.

POSSIBLE CAUSES OF DISASTER.

The matter might rest there but for the great importance of discovering the real cause of the catastrophe so that means may be devised to prevent similar disasters in future. For this purpose I must refer briefly to the general question of springs and underground waters and their origin. Ultimately all springs are derived from rainfall either through direct soakage into the ground or by soakage through the beds of lakes, rivers, and streams. In localities where stratified rocks such as sandstones and limestones exist which permit waters to percolate, a spring may emerge at a point far distant from the sources of its origin at the surface and may have syphoned underneath an intervening valley or mountain range or even below the sea bed.

The Island of Hongkong has, however, no such permeable rocks but is composed entirely of igneous rocks, coarse grained granites being below with a capping of a very hard fine grained rock above; and under these geological conditions any springs which are found on the Island must be derived from rainfall on the Island. Except for certain cracks and shear zones due to movements in the earth's crust in past ages, it may be taken that all these igneous rocks of Hongkong are practically impervious to water. Bearing this in mind, consider what becomes of the rainfall on the Island. A portion will find its way to the sea by surface drainage, some will remain in the soil as in a sponge and be again evaporated, and some will percolate down through the upper soil until it comes to hard rock which it cannot penetrate. Of this latter portion some will doubtless find its way into deep cracks and crevices and so go down to the sea, but the rest must percolate downhill close to the surface of the hard rock.

The cliffs above Po Hing Fong in the neighbourhood of Lugard Road are formed of the fine grained hard rock to which I have referred. Decayed granite, with unaltered crystals of quartz surrounded by a pasty mass of decayed felspar and mica, is to be seen at the base of the Western flank wall of the site. This substance spued up all along the base of wall No. 1 and from below the pavement of Im Mi Lane, and was also found when holes were dug through the undamaged portion of the pavement of the lane and the kitchen floor of one of the houses still standing.

We may therefore conclude that the granite ends and the fine grained rock begins somewhere above Po Hing Fong and below Lugard Road, the true nature of the underlying rock of the slopes being as a rule concealed by a surface layer of boulders and earth which have rolled down from the cliffs above in past ages, and revealed only where cuttings penetrate through this layer.

Any underground waters, derived from rainfall higher up the slopes, either through direct soakage or from the beds of streams or nullahs, must necessarily be found at the base of this surface layer of boulders and earth, in greater or less quantity according to the conformation of the locality. In dry weather these underground streams will diminish in volume but after continuous heavy rain they will increase and rise higher into the soil above the rock surface. Mr. Goldsmith in his evidence has testified to the presence of such streams in the cuttings for the new road above Conduit Road.

Mr. Creasy in his evidence, and Col. Russell Brown and Mr. Warren in their joint report, refer to the accelerated disintegration of the granite subsoil under moist conditions, and you have seen for yourselves the pasty mass to which the granite has been reduced, the quartz grains alone remaining unaltered. As the experts have pointed out increasing decomposition of resistant rock into non-resistant slurry behind the wall would gradually and steadily increase the pressure on the foundations, and, at the same time, reduce the resistance to slipping at the base of the wall. It was probably only a question of time therefore when the wall, being surcharged, would slip at its base. The collapse would take place when there was some special access of pressure, such as would result from increased volume of underground streams at a time when the slopes at the top of the wall were also saturated.

SEQUENCE OF EVENTS.

The experts have explained how, once the foundations began to slip, movement would take place in the mass above. This large mass rapidly acquiring momentum, it is suggested, overturned the wall, pushed up the surface of the lane and kitchen with part of the subsoil below, and thrust the whole mass forward into the base of the houses. The whole affair was over in twenty or thirty seconds, and except as regards the initial movement the sequence of events is of no great importance. Several movements no doubt took place simultaneously.

The masonry of the wall was clearly very good, as has been shown by the difficulty experienced in breaking it up. Had weepholes been provided as liberally as in the retaining walls built by the Roads Department in recent years, and had there been proper drainage arrangements for the subsoil at the foundation, conditions would probably have remained substantially as they were when the wall was built and the disaster might not have occurred.

PRECAUTIONS FOR FUTURE.

Similar conditions appear to obtain for other walls in the neighbourhood. How are similar collapses to be prevented? This is a question for experts, and I can only suggest that the P.W.D. should at once collect all the data obtainable in this neighbourhood, as to cracks and bulges in retaining walls, alteration of slope and other indications of movement, state of subsoil at foundations, etc. It would be well that this duty should be put definitely in charge of one responsible officer. Careful consideration should at the same time be given to the arrangements for dealing with storm water drainage above Caine Road.

A geologist will soon arrive from Canada to continue the Geological Survey of the Colony and he is being asked to investigate and report on the courses taken by underground waters, and on question of bringing them under control, or, if that cannot be done, of avoiding the most dangerous areas in future building operations. The Engineering students of the University might obtain some useful practical experience, and at the same time be of service to the community, if they were to assist the Geologist in this work. When these preliminary investigations have been carried out the matter might then be referred to a small Committee of Experts, but I think that until a considerable amount of preliminary work has been done the time of such a body would be wasted. The question should, however, be thoroughly investigated before the next wet season. Whether or not such a committee is appointed there is no doubt that most careful attention should be given by the P.W.D. and by architects generally to the precautionary measures suggested in para. 3 of the Experts' report.

CONCLUSION.

In conclusion, Gentlemen, you will bring in a verdict of death in accordance with the medical evidence in the case of Chiu Ping Wong. To justify you in bringing in a verdict of manslaughter you would require to satisfy yourselves that the gross negligence of some person or persons was responsible for the disaster; and it would be necessary for this purpose that you should come to some conclusion as to the causes of the collapse. For a verdict of death by misadventure it is not essential that you should adopt any theory as to the causes. If you have any comments or recommendations to make with a view to the prevention of similar occurrences in future you should add these by way of rider to your verdict, and for this purpose you may consider it desirable to indicate what in your opinion were the causes of the disaster. It will be my duty to bring any recommendations which you may make to the notice of the Government.

THE JURY'S FINDING.

The Jury retired for half an hour, and then returned the following verdict:—

We find that the deceased Mr. Chiu Ping Wong met his death according to the medical evidence from misadventure and injuries received, which were caused by the fall of the houses of the Po Hing Fong Street, due to the collapse of the No. 1 Retaining Wall, south of Im Mi Lane.

This Jury are agreed in the main with the views as expressed by the Coroner in his summing-up of the case, but from the evidence submitted and the experts' report we are of the opinion that the No. 1 retaining wall, as originally designed, did not provide for a sufficient margin of safety also that the foundations were insufficiently drained. Further we are of the opinion that when the inspection of the walls was made in 1923 and prior to the commencement of building operations of the new No. 8 Police Station, an error of judgment was made in deciding not to rebuild or strengthen the No. 1 retaining wall.

Experts and witnesses' evidence, as well as personal examination, show in our judgment that the soakage of water from the open lot where the building operations of the new No. 8 Police Station were in progress could at the most have been only contributory causes of the collapse, but it has been conclusively shown that the whole area in the immediate vicinity of the No. 1 retaining wall has, for a number of years been waterlogged and there has been a constant oozing of water from the bottom of the No. 1 retaining wall and into Blake Gardens, thereby demonstrating insufficient drainage of this area.

RIDERS.

We also wish to add the following riders, viz.:—

1.—Examination has shewn that retaining walls in this vicinity appear to be built similarly to the No. 1 retaining wall; that the foundations are on granite in a forward state of decomposition and that there is a constant seepage of water from the basis thereof and it is therefore recommended that such walls be thoroughly examined by experts and immediate steps taken to strengthen and/or rebuild same.

2.—This jury urgently recommends that the Government appoint a Commission of Experts to investigate the questions of responsibility and supervision by the Public Works Department of all road making, buildings new and old, building sites, retaining walls, hillside and particularly the drainage of the Colony.

It is further recommended that the members of such Commission shall not include any Government Official and that such Commission shall be given the fullest powers to examine the conditions of all "danger spots" in the Colony, to call experts and officials and collect information from responsible persons to examine the present Building Ordinances with a view to their amendment and finally to recommend ways and means through which an end will be put to such deplorable accidents as have happened recently in this Colony with loss of life and enormous waste of both public and private money.

In conclusion, this Jury desires to express their commendations to the Police, Fire Brigade, members of the Tung Wah Hospital, the St. John's Ambulance Corps and all volunteers who participated in the rescue work; also they desire to associate themselves with the Coroner's expressions of sympathy with the bereaved families.

CORONER THANKS JURY.

The Coroner then thanked the Jury personally and also on behalf of the Government for the time they had devoted to the enquiry. Their work had not been confined to the days spent in Court by any means, but they had spent a great deal of time on the spot. He would also like to thank Mr. Ho Kom Tong for the trouble he took in collecting witnesses and bringing to the notice of the other members of the Jury and the Coroner himself possible sources of evidence. Many more witnesses could have been called, but he did not think anything of importance had been omitted. He would have much pleasure in recommending to the Chief Justice that they be excused duty as jurors for some time, though he was sorry that by doing so the Colony would be losing the service of such able men. He also thanked Mr. Jenkin for bringing forward several matters which escaped his (the Coroner's) memory. In conclusion, he expressed again, their joint sympathy with the relatives and friends of the deceased.

PRECAUTIONS FOR FUTURE.

EXPERTS SUGGESTIONS.

In the report on the Po Hing Fong disaster prepared by Lieut.-Colonel C. Russell Brown and Mr. P. R. Warren certain suggestions were made regarding precautions that might be taken to prevent collapses in the future. The experts wrote:—

With regard to the question as to what precautions could have been taken to prevent this collapse it must be realized that during the course of the 28 years which have elapsed since wall No. 1 was built, changes have gradually occurred in the nature of the material behind and under the foundations which have entirely altered the stresses and the factor of safety in the original design.

(a) As previously stated, we are of opinion that the original design of wall No. 1 should have been such as to allow for a greater distribution of pressure on the foundations in anticipation of the material behind and under the wall changing into thoroughly decomposed granite capable of retaining a high degree of moisture, as is now known to be the case.

(b) In view of this collapse it is suggested that close attention be given to the condition of old retaining walls similar to No. 1 whose foundations are considered suspect owing either to the dampness of the foundation sub-soil or to the smallness of the factor of safety adopted in their original design.

(c) The number of such old walls is not likely to be great, but if after careful consideration, any such are found to be suspect, we suggest that rubble drains or earthenware pipes should be laid to drain the foundations and to pick up any spring water which may exist leading it off through the foundations to a lower level.

(d) In rebuilding important retaining walls Portland Cement would no doubt be used in place of the lime and red earth used in old designs.

(e) Also modern practice would allow for more weepholes and the wall would be backed with hand packed rubble to allow water accumulating at the back of wall to have free access to the weepholes.

(Continued at foot of next Column.)

(f) When heavy retaining walls have to be rebuilt on sites which are naturally damp such as may be the case when wall No. 1 is rebuilt, it is suggested that some method of counter forts should be adopted in addition to the drainage of the foundations.

HONGKONG RENTS.

PETITION TO H.E. THE GOVERNOR.

ACTION BY TENANTS PROTECTIVE ASSOCIATION.

A petition has been presented to H.E. The Governor by the Hongkong Tenants Protective Association, asking that the new Rents Ordinance, permitting an increase in rents of not more than 15 per cent. of the standard rent shall be suspended until trade conditions in the Colony return to normal.

The Petition is as follows:—

1. That your Petitioners are the Chairman and Vice-Chairman of The Hongkong Tenants Protective Association which has over 7,000 members, who are representative of upwards of 100,000 residents of Hongkong.

2. That your Petitioners have during the past four years been in close touch with the housing conditions in Hongkong and in particular the conditions of the working and coolie classes.

3. That by virtue of Section 3A of the Rents Amendment Ordinance 1923 (No. 8 of 1923) the rent of any domestic tenement may as from the 30th day of June, 1925, be increased to an extent not exceeding fifteen per cent of the standard rent thereof.

4. That owing to the political situation that had arisen in the neighbouring Provinces in China by the 30th day of June 1925, and the resulting State of Emergency that then existed and still exists in this Colony the cost of living has increased and the business of small tradesmen has decreased.

5. That your Petitioners verily believe that notices increasng the rent as provided by the Rents Ordinance, 1922 have been given to ninety per cent of the tenants affected by the said Ordinance.

6. That this increase of rent is a hardship to the classes most seriously affected by the present situation, namely:—The proprietors of small business and shops and wage earners, the great majority of whom are permanent residents in the Colony and are law abiding and peaceful persons.

7. That the effect of the increase in rent is shown by the numbers of distraints for rents issued out of the Supreme Court during the undermentioned months namely:—

	Distraints.
In April, 1925	69
May, 1925	85
June, 1925	61
July, 1925	146
August, 1925	333
September, 1925 (Two Days).	28

8. That the tenants affected by the Rents Ordinance cannot afford to pay an increase of rent above the Standard Rent until the trade conditions within the Colony resume a normal state.

Your Petitioners therefore humbly pray that His Excellency the Governor and the several members of the Legislative Council will be pleased to amend the Rents Ordinance, 1922, so that the right of Landlords to increase rents as provided by Section 3A of the Rents Ordinance 1923 may be suspended until the further order of His Excellency the Governor-in-Council.

(signed) Wong Kam Ying, Chairman; Ho Tien Chi, Vice-Chairman.

NAVAL WEDDING.

JERMAN—MILES.

The wedding was solemnised at the Union Church, Kennedy Road, yesterday, of Lieut. Milton E. Miles, U.S. Navy, Executive Officer, U.S.S. *Pampanga* and Miss Wilma Jerman, Washington, D.C., who arrived in the Colony on Thursday by the s.s. *President Cleveland*. The Rev. E. J. Malpas officiated.

The bride who was given in marriage by Mr. R. C. Tredwell, U.S., Consul-General for Hongkong, was attended by Mrs. C. R. Murray, wife of Lieut. Murray, U.S.S. *Helena*, as Matron of Honour.

Lieut.-Commander Greene W. Dugger, U. S. Navy, commanding the U.S.S. *Pampanga*, was best man.

After the ceremony a luncheon was given by the U.S. Consul-General at the Hongkong Hotel when amongst others there were present, Lieut.-Commander G. W. Dugger, Lieut.-Commander and Mrs. Casto, Mrs. Douglas Jenkins, wife of the American Consul in Canton, Lieut. and Mrs. C. R. Murray, Lieut. and Mrs. H. J. Grassil, Lieut. Dallas Groves and Mrs. Groves, Mrs. Emerson, Mrs. Kearny, Mrs. Lowell, Mrs. Steepe and Ensign Hardin. A dozen men from the U.S.S. *Pampanga* also attended.

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NOTICE TO CONSIGNEES.

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From ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO and STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

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All Claims against the Steamer must be presented to the Undersigned on or before the 24th Sept., 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 4th September, 1925. [2605

S.S. CHANTILLY.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

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Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 2 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 8th inst., at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday, the 11th inst., or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 8th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

E. RODENFUSER,
Agent.
Hongkong, 2nd September, 1925. [2600

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the Examinations will begin on MONDAY, DECEMBER 7TH, 1925. Forms of Entry and copies of Regulations and Syllabus can be obtained on Application to the Registrar.

Each Entry Form, duly filled in, must reach the Registrar together with the Statutory Fees on or before the 26TH SEPTEMBER as follows:—

Hongkong Currency.

Matriculation and Senior Local.....$20
Junior Local Examination.....$12

Candidates offering more than Five Subjects in the Matriculation, Senior and Junior Local Examinations will be charged An Additional Fee of $1 for Each Subject so Offered.

An Additional Fee of $5 will be charged for EACH of the following Subjects:—Urdu, Spanish, Japanese, Malay, Siamese, Russian, German, Norwegian, Higher Mathematics, Hygiene and Physiology.

The following Scholarships and Prizes, further particulars of which can be obtained from the Registrar will be Awarded on the Results of the Matriculation and Local Examinations:—

(1)—Two King Edward VII Scholarships of the value of £40 per annum, open to British Subjects only.

(2)—One Peace Memorial Scholarship for Practical Farming and/or Horticulture of the Triennial value of £1,350, open to British Boys of pure white descent.

(3)—Four Montargis French Prizes—Two of $50 and Two of $25.

Bound copies of Examination Papers, set at Past Examinations, can be obtained from the Registrar. Price—$1 per set.

L. FORSTER,
Registrar.
Dated the 3rd September, 1925. [2601

INTIMATIONS

NOTICE.

WE Have THIS DAY Authorised Mr. HARRY OWEN HUGHES to Sign Our Firm Per Procuration.

HARRY WICKING & Co.
Hongkong, 1st September, 1925. [2583

NOTICE.

CAFÉ WISEMAN.

DELIVERIES of BREAD Can Now Be Made in the following Districts Daily—

Kowloon. Happy Valley.
Conduit Road. Robinson Road.
Kennedy Road. MacDonnell Road.
Queen's Gardens. May Road.
Peak Road.

For the Time being Deliveries will be Made between 9 A.M. and 4 P.M.

LANE, CRAWFORD, LTD.
2576]

HONGKONG CLUB.

NOTICE

THE FIFTH YEARLY DRAWING of 20 DEBENTURES (1920 Issue—$500 Each) of the HONGKONG CLUB, Payable on WEDNESDAY, the 30TH SEPTEMBER, 1925, will be held in the Club House, at 11 o'clock, A.M. on TUESDAY, the 8TH SEPTEMBER, 1925.

BEARERS of DEBENTURES are Invited to attend the DRAWING.

By Order,
T. A. ROBERTSON, Lt.-Col.,
Secretary.
Hongkong, August 27th, 1925. [2565

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the Practice of a Solicitor heretofore carried on by Alfred Edward Hall, at No. 6, Queen's Road Central will From the FIRST of SEPTEMBER, One Thousand Nine Hundred and Twenty Five, be carried on at the China Building, 2nd Floor, by the said ALFRED EDWARD HALL and WILLIAM BLAKESTONE HIND under the Firm Name of HALL AND HIND.

Dated the 31st day of August, 1925.
2586]

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

THE DOGS' HOME, Waterloo Road, Kowloon, will be RE-OPENED as From 2ND INST.

B. L. FROST,
President and Hon. Secretary.
Telephone K. 1153.
Hongkong, 1st September, 1925. [2592

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. A. G. DA ROCHA has received Instructions to Sell By

PUBLIC AUCTION
ON
MONDAY,
the 7TH DAY OF SEPTEMBER, 1925, at 3 o'clock in the Afternoon at his Sale-room, D'Aguilar Street, Victoria, Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY.

Situate at Wyndham Street, Victoria, aforesaid, and registered in the Land Office as SUBSECTIONS 1 AND 2 OF SECTION H OF INLAND LOT 617.

IN ONE LOT.

The Prorerty comprises Two Messuages known as Nos. 18 and 20, Wyndham Street, and a Piece of Ground which is used as a Lane and Right of Way. The Messuages are well built and are comparatively New and are Let as Shops and Dwelling-houses.

The Area of the Property including the Right of Way is 3,133 square feet but the actual Area covered by the Messuages is only about 1,700 square feet.

For further Particulars and Conditions of Sale, please apply—

Messrs. DEACONS,
1, Des Voeux Road Central,
Vendor's Solicitors,
OR TO
Mr. A. G. DA ROCHA,
The Auctioneer.
[2547

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria in the Colony of Hongkong and registered at the Land Office as Subsection 5 of Section B of Marine Lot No. 64. Together with the Messuage or Tenement and other Erections thereon now known as No. 12, SHIP STREET.

Annual Crown Rent:—$11.30.
Area:—643 square feet or thereabouts

BY
Mr. E. V. M. R. DE SOUSA,
Auctioneer,
AT
THE CHINA AUCTION ROOMS,
No. 4, Duddell Street, Hongkong
ON
WEDNESDAY,
The 16TH DAY OF SEPTEMBER, 1925,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

Messrs. GEO. K. HALL BRUTTON & CO.,
Mortgagee's Solicitors,
St. George's Building,
Chater Road, Hongkong,
OR TO
Mr. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, Duddell Street, Hongkong.
Dated the 3rd day of September, 1925.
[2598

INTIMATIONS

V.R.C.

A NIGHT FÊTE will be held in the Victoria Recreation Club Swimming Pool, on SATURDAY, SEPTEMBER 5TH, Commencing at 9 p.m.

The Lyric Band will be in attendance.

At the conclusion of the Fête, there will be Dancing.

ADMISSION: Non-members, $1.00; Members and Soldiers and Sailors, 50 cents each.
2599

ST. STEPHEN'S COLLEGE.

5, 6, Prospect Place.

SCHOOL Will OPEN on SEPTEMBER 7TH. Examination for New Boys on SEPTEMBER 5TH, at 9.30 A.M.
[2569

THE BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that An Interim Dividend of $3.00 per share has been declared for the HALF YEAR ending 30TH JUNE, 1925.

The Dividend will be payable on and after MONDAY, the 14TH SEPTEMBER, 1925, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, the 7th September, 1925, to Saturday, the 12th September, 1925 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
KAN TONG PO,
Chief Manager.
Hongkong, 25th July, 1925. [2461

HONGKONG SMALL INVESTORS' SHARE & REAL ESTATES CO.

FOR SALE Going Concern, Goodwill and Fully Furnished, BOARDING HOUSE or PRIVATE HOTEL. Sacrificed for Health Reasons. Sale Price Recovered One Year. SMALL INVESTORS. Telephone 4630. [2534

TO LET.

GODOWN at Rear of Stephens Building, Des Voeux Road Central. Floor Space: 21 ft. x 23 ft. And ONE OFFICE on Portion of Third Floor of Stephens Building aforesaid, Opening onto Des Voeux Road Central and Pottinger Street. Large, Airy and Well Lighted.

Apply—
DEACONS,
1, Des Voeux Road Central.
[2539

TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 16A, Des Voeux Road Central. Would make Admirable Showroom. For full particulars, apply to—

THE MANAGER,
Hongkong and China Gas Co.
[2514

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply—
SECRETARY,
A. S. Watson & Co., Ltd.
2032

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on Fifth Floor.

Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD.
[2173

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.,

S.S. "BENAVON" AT LEITH, MIDDLESBRO', ANTWERP & LONDON.
S.S. "BENMOHR" AT MIDDLESBRO', ANTWERP & LONDON.

CONSIGNEES of CARGO per the above-mentioned Steamers are hereby Notified that their Cargo is being Returned from Nagasaki per s.s. "IYO MARU" due Hongkong on or about 7TH SEPTEMBER.

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 1st September, 1925. [2589

PREPAID "WANTED" ADVERTISEMENTS

TO LET—Spacious Godown at 9A, Duddell Street. Apply—H. M. H. Nemazee, Prince's Building. [115

FOR SALE—One Baby Pathe Cinema with Transformer and 30 Films, brand New. $100.—or near Offer. Apply—Box No. 117, c/o *Hongkong Daily Press*. [117

WANTED on January 1st, 1925, Fully Furnished House or Apartment; preferably Middle Level. Quite willing to consider Other Localities. Short or Long Term Lease immaterial.—Apply Box No. 118, c/o *Hongkong Daily Press*.

FOR SALE.—Yacht "One Design Class" First Rate Condition, Hull, Sails, etc. Reasonable Price. Owner leaving Colony. T. Bustard, Thomson & Co., 4A, Des Voeux Road. [119

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1924.

Revised by the Members

PRICE ... $5

Daily Press Office

INTIMATION

THE BODY SOUL AND SPIRIT OF A

PERFECT COCKTAIL!

BURNETT'S

CELEBRATED LONDON

DRY GIN.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Phone 616.

[30

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, September 5th, 1925.

EVE AND THE "WEED."

[*Contributed by a Lady Correspondent.*]

NOWADAYS no-one looks askance when a woman—elegant or otherwise—produces her cigarette case and proceeds to smoke. Nor is her attention necessarily confined to cigarettes, for ladies' pipes may be purchased at most tobacconists, and it is whispered that in certain exclusive sets the cult of the cigar finds considerable favour. In fact, if the Garden of Eden were to require a modern setting one might conjecture that Eve would be depicted plucking tobacco leaves instead of eating apples and sewing fig leaves.

Our grandmothers would have indeed been horrified. Why they should be horrified they would find hard to explain. Showing a tremendous lot of leg they would have called indecent. According to their own moral code that their legs were not made to be seen by all and sundry, they would have been right. But that code does not apply to cigarette smoking.

In the first place it was a man who found the tobacco plant and he naturally gave some of the produce therefrom to his male friends saying "It is no good as a present for dainty Miss Matilda, she has such a sweet tooth." When the ladies smelt the stuff they would lift up their hands and say "Oh! how unpleasant." Then one evening, Miss Matilda, sitting in the garden with Captain Trevalyne, was persuaded to try. "And, my dear," she confided to Elizabeth in her charming boudoir "I had to leave him immediately—I was so ill. I do hope the dear Captain will not be offended." Whereas Capt. Trevalyne chuckled to himself "Something the poor ladies can never do."

And so as years went by and men experimented with tobacco, they found it was possible to alter the quality and strength, according to desire. Hearing this, the ladies naturally wished to try again and in private did so. Still it did not agree with a few anaemic ones, whilst others found it distasteful but exciting. Most certainly a change from embroidery. Gradually these ladies began to look forward to this daily spot of excitement, and finally, taking the bull by the horns, smoked in the presence of their lords. "Shame: shame! what are you doing! Away with such masculine manners." And no more was to be said. The men looked upon it as their right to smoke and their's only. They had acquired this view through long monopoly and anything different was all wrong. Alas for them! Woman found her independence during the Great War. She will very soon be at the trouser stage and man will then no longer have a field of his own.

Even now it is not a perfectly clear matter why women smoke. Men undoubtedly smoke for comfort—at least the pipe men do. But do women? When the cigarettes are passed round after dinner she takes one from courtesy and in order to round off the meal. Later in the evening they are again passed round. The habitual cigarette smoker takes one from habit. Subconsciously she feels easier when smoking. If she is not contributing to the conversation she feels that at least she does not look lifeless. She is appreciating her host's cigarettes and hopes her silence will be taken as proof of her enjoyment of them. If she was not smoking she would be fidgetting with her hair, her beads, her rings, and causing that restless atmosphere so annoying to men. Oh! smoking covers a multitude of sins.

So far women do not appear to be suffering from the effects of smoking—unless stained fingers can be called suffering. To anyone who loves the beautiful it is most certainly, but one supposes the smoking girl thinks the suffering of these consequences worth the self-assurance she gets from her habit. The girl who smokes occasionally is really in the more favourable position. Her occasional smoke means that it is an interesting smoke, and she does not rely on it to give her poise; nor does she feel lost when it comes to an end. It is just an incident, which is what it should be, for girls are silly to ape the man too much. They lose too much of their charm. No-one, however, can remember the story of George II's wife, who smoked two pipes at once, because she was unable to derive sufficient satisfaction from one, without feeling a little apprehensive concerning the future of lady smokers.

St. Peter's Church services at West Point are being resumed from to-morrow.

Dr. Smalley returned to the Colony from Home by the P. & O. s.s. *Karmala* yesterday.

There are vacancies in the ladies' guild for workers in the Cathedral. Lady Pollock will be glad to receive names.

Pte. G. Garrard, No. 5, Platoon, Hongkong Volunteer Defence Corps, has been promoted to the rank of Lance-Corporal.

The total output of the Kailan Mining Administration's mines for the week ended August 22nd, amounted to 70,917 tons.

The annual sale of work in aid of the C.M.S. Blind Home, Kowloon City, will be held in the Cathedral Hall, on Monday, October 5th.

The forthcoming wedding is announced of Dr. Richard Edward Tottenham, of the Hongkong University, to Miss Norah Margaret Daly, of Ireland.

A Board of Officers, of which Lieut.-Colonel G. F. S. Tuke, D.S.O., R.A., will by the President, will assemble at the 25th Heavy Battery's Office, Stonecutters Island, on Monday to inspect and report upon the proposed site for new buildings required for the accomodation of the 38th Heavy Battery, R.A.

Among the passengers departing to-day for Home by the s.s. *Yorkmada* is Miss H. Irving, daughter of the late Director of Education.

An acknowledgment with many thanks and a receipt for £94 13.8 has been received by Lady Pollock from Dr. Barnado's Homes for donations and subscriptions from Hongkong.

Acknowledgment is given in *St. John's Cathedral Notes* to Mrs. Taggart for her kindness in defraying the expenses in connection with the proposed alterations and additions to the side Chapel.

According to a message received through the *Seattle News Service*, John Magley, 100 years old, of Auckland, in California, has just married his sixth wife. The "young bride" is only 56 years.

The return of cases of notifiable diseases which have occurred in the Colony of Hongkong during the 24th hours ended September 3rd gives two cases of enteric fever, one British and one Chinese.

H.E. the Governor, attended by Capt. Swinton, A.D.C., was entertained to dinner on board the *Jules Ferry* on Thursday by H.E. Admiral Frochot, commanding the French Cruiser Squadron.

A District Court Martial, of which the President will be Major E. S. Halford, R.A., will assemble at Murray Barracks at 10 a.m. on Monday for the trial of Private Henry Barber 1st Battalion, The East Surrey Regiment.

Mr. A. L. W. van Dobben, agent of the Netherlands India Commercial Bank in Swatow, who has been in charge of the Netherland Consulate there since the beginning of last year, has been appointed honorary Netherland Consul by Royal Decree dated July 21st.

The Cup presented by Major G. D. R. Black, V.D., for the best shot of the season 1924-25 in the Hongkong Volunteer Defence Corps has been won by Corporal E. C. Goodman. The cup presented by Mr. W. J. Kerr for the second best shot of the season 1924-25 has been won by Pte. W. J. Carrie.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., thirteen masters and nine mistresses of passenger boats, house-boats and fishing boats, were fined $2 each, or in default three days' hard labour, for failing to take out a licence as required by the Merchant Shipping Ordinance.

The Rev. E. J. Malpas M.A., who has been conducting the services at Union Church Kennedy Road during the past two months, concludes his ministry there to-morrow (Sunday), and returns to his professorial duties at Shensi University, Taiyuanfu, at an early date. It is expected that the Rev. J. Kirk Maconachie will return from furlough in November.

"We are sorry to lose this month" says *St. John's Cathedral Notes*, "two valued lady workers Mrs. Munton and Mrs. Sturdee. Mrs. Munton was in charge of the choristers' robes and had to work hard to create and maintain the high standard which now exists. Mrs. Sturdee looked after the side Chapel and kept it in excellent condition. Mrs. Russell Brown has kindly taken Mrs. Munton's place."

The Home mail *viâ* Suez (letters and papers, London, August 6th, and parcels, July 30th) arrived by the s.s. *Karmala* yesterday afternoon. The letters were sorted during the afternoon, but papers and parcels will not be ready until to-day. The s.s. *Vitto Maru* with mails from Home and Europe *viâ* Siberia, Japan and Shanghai (London, August 14th) is due this morning.

At the Kowloon Magistracy yesterday, Mr. E. W. Hamilton, sitting as coroner, conducted an enquiry into the death of an aged Chinese woman, who died as the result of injuries sustained through being knocked down by a motor-cyclist in Wuhu Street on August 15th. Mr. J. J. Cameron, the motor-cyclist, said that the deceased crossed the road in front of him and, as he swerved to avoid her, she stepped in the direction he turned. A Chinese also gave evidence. A verdict of accidental death was returned.

Among the passengers leaving by the C.M.S. *Empress of Canada* yesterday were Mr. and Mrs. E. F. L. Sturdee. Mr. Sturdee has been Chief Passenger Agent for the Orient, in Hongkong of the C.P.R. Steamship Company, since February, 1924, and has been transferred to the head office in Montreal. Other passengers were Mr. R. Montgomery of the British Consulate, Canton, and Mr. Anthony also of the British Consular service, for Shanghai, Dr. J. P. Fehily of the Government Medical Service for the U.S.A., Mr. J. W. Paton of Taikoo Docks for Europe, Mr. L. W. Shewen, Dr. L. O. E. Doudlan, Mrs. and Miss Birkett for Kobe.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

COAL IN INDIA.

GRADING BILL UNANIMOUSLY PASSED.

TO PROTECT PAPER INDUSTRY.

SIMLA, September 4th.

The Legislative Assembly unanimously passed the Coal Grading Bill, designed to enable India to recapture overseas markets.

Government has formulated provisional conclusions on the Tariff Board's report, but, subject to the paper on industries which the Legislative Assembly will be asked to approve, on September 10th. The resolution proposes to assist the bamboo paper and paper pulp industry by the imposition, until March 1932, of a specific protective duty of one anna per pound on printing paper, excluding certain varieties which contain less than 65 per cent mechanical pulp, and all writing paper.

The resolution does not mention the twenty lakhs loan or the guarantee of debentures which the Tariff Board recommended to enable the two companies to experiment in bamboo paper.

A LUNATIC AT LARGE.

EGYPTIAN PRINCE ESCAPES FROM ASYLUM.

BRITISH AID SOUGHT.

CAIRO, September 4th.

The Egyptian Government has requested the Residency to secure the co-operation of Britain in effecting the capture of Prince Ahmed Seifed Din, brother-in-law of King Fuad, and his return to England, where he mysteriously escaped from a lunatic asylum in Sussex last week.

On the other hand, Princess Nevdjivani, Prince Ahmed's mother, who is at Constantinople, has petitioned King Fuad to allow Ahmed to end his days in his native country of Egypt.

SHIPPING STRIKE.

SYDNEY WATERSIDE WORKS MAY BE INVOLVED.

SYDNEY, September 4th.

Very few of the seamen have complied with the owners' offer that legal claims will be waived if they return to work within 48 hours.

The seamen declare that if volunteers are secured, the waterside workers will immediately be involved in the dispute.

EARLIER CABLES.

CROSS CHANNEL SERVICES.

LONDON, September 3rd.

The cross-channel service from Southampton was partially resumed to-day. The Royal Mail liner *Glamorganshire* sailed.

The crews of the cross-channel steamers who struck on the 2nd inst., reported for duty to-night. The services will be normal by mid-day to-morrow. Two steamers left Southampton, one for Jersey.

GENERAL POSITION IN ENGLAND.

LONDON, September 3rd.

Despite "the splendid strike position" claimed by Mr. Shinwell, all ships are sailing from Liverpool where there is no lack of men. Full crews were obtained at Hull for ships due to leave, including the *Port Napier* for Australia. Elsewhere the strikers' places are being filled without difficulty and the dispute is apparently nearing the end.

SITUATION IN CAPETOWN.

CAPETOWN, September 3rd.

The strike situation is unchanged. The crews of twelve steamers in South African ports, totalling 2,300 men, are now definitely on strike. Other ships are being held up.

EARLIER CABLES.

HOME COAL CRISIS.

ROYAL COMMISSION NOW APPOINTED.

LONDON, September 3rd.

It is officially announced that Sir Herbert Samuel has been appointed chairman, Mr. Kenneth Lee, Sir William Beveridge, and General Sir Herbert Lawrence, members of the Royal Commission of Enquiry into the coal industry.

[Sir Herbert Samuel recently resigned the High Commissionership of Palestine. A Liberal in politics he possesses high administrative gifts. Mr. Kenneth Lee, LL.D., is the Chairman of the Manchester firm of Tootal, Broadhurst Lee Co., Ltd. He has acted on Government Committees and Commissions. Sir William Beveridge is a distinguished physician and has seen much war service. Sir Herbert Lawrence is managing partner in Glyn, Miels Currie & Co.]

LEAGUE OF NATIONS.

IRAQ DISCUSSION BEFORE COUNCIL.

GENEVA, September 3rd.

M. Briand, French Foreign Minister, presiding over the Council of the League of Nations, declared that the Mosul frontier incident was closed after hearing explanations from both sides.

Mr. L. M. S. Amery, British Colonial Secretary, then made a lengthy statement on the subject of Iraq, saying that Britain would continue co-operation with the Iraq Government though without fixing a limit to the mandate after the expiration of the existing treaty.

He emphasised Britain's wish for Iraq to enter the League and said Britain would accept the commission's suggestion for the appointment of a League observer in Iraq to watch the interests of the minorities, on condition that Turkey accepted the appointment of an observer for the minorities in Turkey.

As regards the frontier line, Britain desired a boundary which would be practicable in the interests of friendly relations between Iraq and Turkey which Britain was most anxious to see maintained.

Mr. Amery reiterated that Britain would accept the decision of the Council as regards the boundary whatever it might be.

COMFORT FOR TAXPAYERS.

The Colonial Office has issued a statement of the policy announced on behalf of the British Government at the special meeting of the Council of the League of Nations to-day, namely that the continued co-operation of His Majesty's Government with the Iraq Government after the expiry of the present treaty will not involve additional Imperial expenditure beyond what was previously contemplated—indeed, His Majesty's Government has every reason to hope that such expenditure will continue to show a steady downward trend.

CAMPAIGN IN MOROCCO.

FRENCH AND SPANISH PLAN BIG ATTACK.

PARIS, September 3rd.

The launching of a combined French and Spanish offensive in Morocco on an important scale from land is expected within 48 hours.

A message from Tangier says that bombardment of the Coast south and east of Alhucemas has already begun. Troops are reported to be now landing and it is expected the attack will be delivered in the neighbourhood of the Franco-Spanish border northward of Wezzan.

Numerous aircraft have arrived in Morocco and a considerable French naval force is under orders at the coast.

UNITED COMMAND.

PARIS, September 3rd.

The Cabinet has approved M. Painleve's plans for the united command of the military operations in Morocco under General Petain, will exercise political action over the tribesmen.

General Lyautey will accordingly proceed to Morocco on September 12th and return in October to acquaint the Government with the results of the operations.

EARLIER CABLES.

ST. LEGER.

MANNA STILL IN PRIDE OF PLACE.

LONDON, September 3rd.

The betting for the St. Leger to-day was as follows:—

Manna, 3/1 offered, 7/2 taken.
Solario, 9/2, offered and taken.
Zambo, 7/1 offered and taken.
Spelthorne, 8/1 offered.
Picaroon, 10/1 offered and taken.
Pons Asinorum, 20/1 offered and taken.
Bucellas, 33/1 offered and taken.

LATEST CABLES.

LATEST SCRATCHINS.

LONDON, September 4th.

Sirdar was scratched for the St. Leger at 10 o'clock last night, and Ptolemy II at 9 o'clock this morning.

The list of probable starters received to date is:

HORSE	JOCKEY.
Ayaz	H. Jelliss
Bucellas	
El Cacique	M. Beary
Fox Law	
My Crackers	S. Donoghue
Manna	V. Smyth
Picaroon	T. Burns
Pons Asinorum	G. Hulme
Roidore	
Sir Kenneth	J. Childs
Solario	J. Brennan
Sparus	Archibald
Spelthorne	C. Elliott
St. Becan	Pryor
Tournesol	Wells
Warden of the Marches	
Warminster	B. Carslake
Zambo	

EARLIER CABLES.

WHITE AUSTRALIA.

NOT BASED ON IDEA OF RACIAL SUPERIORITY.

SYDNEY, September 3rd.

The speeches at a dinner given by the State Government in honour of the visiting pressmen developed into discussion of the white Australia policy. The Governor presided. The Minister, Mr. Loughlan, opened the subject by explaining that the policy, on which Australia was unanimous, was not based on any idea of the racial superiority of the whites but on the well-known dissimilarity of the whites and coloured in feeling, sentiment and other respects. Australia recognised the need for more people, but she did not want by wholesale immigration to introduce slumdom and poverty into the country. She wanted to protect her standard of living which was at least unexcelled by any other nation in the world. (Cheers.)

PARIS BANK CLERKS.

SCUFFLE WITH THE POLICE IN RUE SCRIBE.

PARIS, September 3rd.

Bank employees demonstrated in several quarters of Paris this afternoon, throwing stones, ink bottles, tomatoes—and other missiles at bank windows.

A scuffle with the police occurred in the Rue Scribe with injuries to both sides. Several people were arrested.

M. CAILLAUX'S MISSION.

PARIS, September 3rd.

The Minister of Finance, M. Caillaux, making a statement on the debt negotiations, said that four senators and four deputies will accompany his mission to Washington. M. Franklin Bouillon has declined to join the mission on the ground of ill health.

H.M.S. "NELSON" LAUNCHED.

LONDON, September 3rd.

The first post-war battleship has been launched at Armstrong Whitworth's on the Tyne by Mrs. Bidgeman, wife of the First Lord of the Admiralty.

The vessel, which is named *Nelson*, is the biggest warship built at the Tyne. She has a displacement of 35,000 tons. The keel was laid three years ago. The estimated cost is £8,000,000.

ITALIAN SUBMARINE FOUND.

ROME, September 3rd.

The submarine *Veneiro* is reported to have been sighted on the sea bottom near Cape Passaro, at a depth of 300 feet.

The Navy Department has notified the families concerned of the death of fifty-five of the crew.

LATEST CABLES.

CRICKET AT HOME.

YORKSHIRE DEFEAT SOMERSET BY TEN WICKETS.

LONDON, September 4th.

At Taunton, Yorkshire defeated Somerset by 10 wickets.

In their first innings, the Somerset team scored 235, Lyon obtaining 78.

Yorkshire replied with 382, Holmes making 90, Oldroyd 62, Leyland 55. White took 5 wickets for 92.

Somerset's second innings realised 147, to which Young contributed 54. Macaulay claimed 6 wickets for 45 runs.

Yorkshire scored 22 runs without loss at the second attempt, and won as stated.

YORKSHIRE TOP COUNTY.

The result of the County Championship, as regards the first six places is:—

County.	*Matches Played.*	*Percentage.*
Yorkshire	32	56.66
Surrey	26	76.36
Lancashire	32	75.48
Notts	26	67.20
Kent	28	65.83
Middlesex	24	64.54

EARLIER CABLES.

SOCCER AT HOME.

LONDON, September 3rd.

The following League football matches were played to-day:—

DIVISION III. (SOUTH).

Charlton, 0; Newport Co., 0.
Merthyr, 0; Gillingham, 0.
Q.P. Rangers, 1; Reading, 2.

EARLIER CABLES.

[REUTER'S AMERICAN SERVICE.]

U.S.A. AIRSHIP DISASTER.

TWELVE KILLED AND FIFTEEN INJURED.

WASHINGTON, September 2nd.

The wreck of the *Shenandoah*, with the loss of two lives, is now officially confirmed.

BROKE IN TWO.

CUMBERLAND, Ohio, September 3rd.

The *Shenandoah* broke in two over the village Ava during a gale and thunderstorms. One half landed in a cornfield, four and a half miles south of Pleasant City; the other half floated away to the east.

The *Shenandoah* left Lake Hurst, New Jersey, at 6 a.m. yesterday on a flight to Minnesota, intending to pass eleven States. She was last reported wheeling over West Virginia and going west. Captain Lansdowne was in command and the crew numbered 35.

TWO COMMANDERS KILLED.

CAMBRIDGE, Ohio, September 3rd.

It is reported that 12 were killed and 15 injured in the *Shenandoah* disaster. Commanders Hancock and Lansdowne are among the dead. Ambulances are just beginning to bring the dead and injured here. So far as is known no explosion occurred. The *Shenandoah* was simply unable to fight the gale and broke in two.

The *Shenandoah* circled for three quarters of an hour over Cambridge, apparently distressed, before she broke in two. The gale sprang up during this period. The dirigible partly turned over on her side before she drifted southward. The second portion fell at Sharon, ten miles south of Ava. The *Shenandoah* was inflated with hellium gas, which is non-inflammable and non-poisonous. Most of the killed were in the controller cabin which was crushed when the wreckage struck the earth.

THRILLING EXPERIENCE.

LATER.

A thrilling story is told by Colonel Hall, the American observer aboard the *Shenandoah* who drifted for half-an-hour in a fragment of the airship after the disaster.

Colonel Hall says the airship was travelling at an attitude of 3,000 feet when she encountered the storm which she endeavoured to dodge, by constantly changing her course but she was forced up to 5,500 feet. Valves were opened and the gas let out and the ship dropped and was drawing away from the storm at the rate of fifty miles an hour when suddenly she broke into three pieces. The catastrophe was in no way due to any defect in the airship. Availability of meteorological advices in that vicinity would have saved the ship. The behaviour of the crew was magnificent.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SHANGHAI INCIDENTS.

CHINA CHAMBER ALSO KEEN ON A SETTLEMENT.

REPLY TO BRITISH RESOLUTION.

SHANGHAI, September 4th.

The British Chamber of Commerce sent a copy of the resolution, cabled on August 31st, to the Chinese Chamber, hoping that the resolution would be read by the members as an earnest of the British Chamber's sincere desire for a settlement of the present situation.

The Chinese Chamber has replied, evincing appreciation of the expression of goodwill and hoping that further energetic efforts will be made in view of successfully inducing the British Government's representatives to bring the pending negotiations to a fully satisfactory settlement at the earliest possible opportunity.

"With regard to the unfortunate incidents, this Chamber would like to say that it also is its ardent wish for an early settlement of the affair. Now that your Chamber and the China Association have formally declared their sympathetic attitude towards the national patriotic movement of our people and expressed their eagerness to see the problem solved, we confidently hope that, on the basic principles of justice and fairplay, the present unfortunate situation will come to an end."

POWERS AND CHINA.

READY TO DISCUSS ABOLITION OF EXTRALITY.

WASHINGTON, September 4th.

The nine Powers signatory to the Washington Conference Chinese Treaty have notified the Peking Government in identic Notes of their readiness to appoint commissioners to consider what steps, if any, may be taken with a view to the relinquishment of extraterritorial privileges.

THE AMERICAN COMMISSIONER.

DETROIT, September 3rd.

The Secretary of State, Mr. Kellogg, in his speech at the annual meeting of the American Bar Association at Detroit last evening, intimated that Mr. Silas Strawn had been appointed special commissioner to the proposed commission to consider extra-territoriality, treaty revision and other special privilege questions with China. The date for the holding of the commission has not yet been fixed.

TEXT OF POWERS' NOTE.

PEKING, September 5th.

The Powers signatory to the Washington Treaty have replied identically to the Chinese Government's Note of June 24th, urging revision of the so-called unequal Treaties.

The Powers state that they are prepared to consider a proposal for the modification of the treaties in measure as the Chinese demonstrate their willingness and ability to fulfil their obligations and assume protection of the foreign rights and interests, which are now safeguarded by the exceptional provisions of those Treaties. Furthermore, the Powers are willing, either at the Tariff Conference or subsequently, to consider and discuss any reasonable proposal by the Chinese for revision of the Treaties respecting the Tariff.

With regard to extraterritoriality, the Powers are ready to appoint representatives on the Commission, provided for by the Washington resolutions, to consider what—if any—steps can be taken to meet the desire of the Chinese Government. They express the hope that the Commission will be able to begin investigations at an early date.

MALAY RUBBER PLANTERS.

THE INCORPORATED SOCIETY'S DINNER.

Members of the Incorporated Society of Planters (Malaya) assembled at Princes' Restaurant, Piccadilly London, on July 24th, under the chairmanship of Mr. Eric Macfadyen. With the exception of the guests the diners were planters home on leave from Malaya. Among those present were:—

Sir S. Bois (president of the Institution of the Rubber Industry), Mr. F. G. Penny, M.P., Mr. W. D. Campbell (chairman, Rubber Growers' Association), Messrs. J. Hargreaves, J. S. Arter, H. W. Morrison, W. Duncan, R. S. Armstrong, E. Baber, G. J. Brand, F. C. Jevons, C. G. Corks, R. Currie, F. T. Curtis, M. D. Fallon, O. J. Forbes, C. R. Ferrers, M. Gooch, M. H. Hannay, R. C. C. Hill, L. Lipscomb, A. M. Mudloy, C. O. T. Powell, D. M. Robertson, F. P. Roche, M. F. Rogers, G. Scott-Eames, E. C. S. Siehel, W. J. Warrin, C. T. Watney, T. G. C. Webster, and Mr. R. S. White.

Mr. W. D. Campbell gave the toast of the Incorporated Society of Planters (Malaya), which, he recalled, was now six years old. It had done much useful work among planters, and its latest effort was to inaugurate a benevolent fund. (Cheers.) In regard to the rubber industry, he was afraid they suffered from too much publicity. (Laughter.) They were never left in peace and quiet to carry on their business. They read in the newspapers, for example, that rubber was being sold at 4s. per lb. The public believed that the planter was getting that price. Such was not the case, and he doubted very much whether the average price of the 1925 crop, which has been sold forward, yielded to the planter more than 1s. 9d. per lb. The 1926 crop had also been sold forward on pretty much the same terms. What they wanted was stabilisation in prices. (Hear, hear.)

Mr. E. Macfadyen, responding, recalled the early days of rubber planting in the Malay States. Though they were poor, in those days, they were men of resource. (Cheers.) To-day they held a position of which they might well be proud, and their association, while young, was strong and virile. (Hear, hear.)

The toast of "The Guests" was given by Mr. F. C. Jevons, and Sir S. Bois, who responded, said the Institution of the Rubber Industry embraced planters, manufacturers, and, last but not least, upwards of 1,800 shareholders in rubber companies. (Hear, hear.) Twenty years ago the world's production of cultivated rubber amounted to about 70 tons. To-day it was over half-a-million tons. (Cheers.)

Mr. H. W. Morrison gave the toast of "The Chairman," to which Mr. Macfadyen briefly replied.

"WE ARE ENGLISH."

AN INCIDENT IN FLORENCE.

Mrs. Handel Booth, of 106, Grosvenor Road, S.W., wrote to the *Daily Telegraph* recently: "While crossing a crowded street in Florence with my friend, Miss Margery Lawrence, sister of Capt. Allan Lawrence, A.D.C. to Lord Forster (Australian Governor-General), and authoress of several well-know novels, we were seized by plain-clothes detectives and asked to proceed to the police-station—a mob gathered, curious, but not hostile, and I said, aloud: 'We are English, and have only arrived here two hours ago. Take us to the British Consulate.' We got into a carriage and told the driver to go to my hotel as quickly as possible, as we had our passports there. We were shadowed by a car full of police, and the two detectives accused us to the hotel manager of being spies. However, as there was no shadow of evidence, and as we hurriedly telephoned for an Italian lawyer whom we knew, we managed to escape a night in the cells.

"We visited the British Consul and obtained through him an apology, but no explanation. It appears, however, that in the last fortnight four similar cases have occurred, one Englishman and his wife walking together were arrested. A young American student and his sister were detained in the cells four days."

DEATH OF MR. E. C. BULL.

Mr. Edward Charles Bull, who died at Southampton last month, in his 85th year, was partner in the firm of Joseph Bull & Sons, of Southampton, who were the contractors for the building of the Law Courts in the Strand. The new courts were opened by Queen Victoria in State on December 4th, 1882, and Mr. Bull and his brother, Mr. Henry Bull, then had the honour of being presented to her Majesty. The same firm built the new Houses of Parliament at Cape Town, and Mr. Edward Bull visited the Cape in connection with that work. He leaves two sons and a daughter.

HONGKONG WEEKLY PRESS.

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AUGUST 8TH.
AUGUST 22ND.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

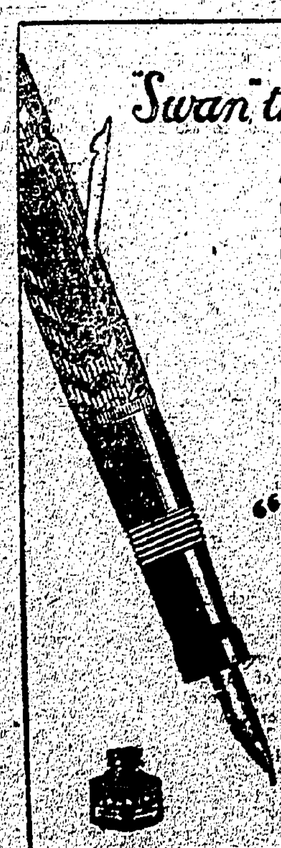
The issue of August 22nd contains the report of Mr. Hellstrom's lecture on the Bolskevik policy in Canton; the report of the meeting held to re-form the Hongkong Branch of the China Association and the account of the attempt of the Chinese soldiers to loot junks at Shataukok and the intervention of H.M.S. "Foxglove."

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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LION FIGHTS.

AN OLD-FASHIONED SPORT.

THE AWAKENING OF AN AGE.

People with a craving for sensation were artfully excited, at frequent intervals of the first half of the year 1825, by rumours of an approaching lion and dog fight. The encounter, which duly came off, might have been arranged as a challenge to the newly-formed Society for the Prevention of Cruelty to Animals. It almost coincided with the first anniversary meeting of that body and the presentation of a report that 149 convictions had been secured in the previous 12 months. But it is more likely to have been a mere device for ministering to a widespread notion of amusement. For us its interest, and the interest of similar contemporary entertainments, is the light they throw on the England of a century ago.

George IV. was King; Byron had recently died; Thurtell had just been hanged for the murder of Mr. Weare; slavery still existed under the British flag, though it had been receiving close and prolonged attention in Parliament; and, while the penal code was fierce, many criminals escaped detection. These five incongruous facts unite to form a picture of an age vigorous, violent, brutal, and full of idiosyncrasy. The redeeming feature is that the age had begun to be uncomfortable. Even at the risk of "interfering with the amusements of the lower orders" its conscience was aroused against the baiting of bulls and badgers; and "Humanity" Martin, the friend of George IV., and so nicknamed by him, had considerable success in his efforts for the better treatment of animals.

CONVICTIONS FOR CRUELTY.

Nevertheless, the first conviction at Bow Street for bull-baiting showed how much remained to be learnt. "An immense number of persons, including very many individuals of rank and title," had assembled at Hounslow to look on while a bull was so maltreated by dogs that the evidence as to the condition in which it was left is painful to read and too disgusting to repeat. This same bull, after the baiting, had been taken to another place, where an "unlimited number of dogs" had been set to "tear and devour the living flesh from its bones." The defendant was fined 20s. and costs.

Later in the year, at Wednesbury, in Staffordshire, two more convictions were registered, the chief offender being fined £5 (the full penalty under the Act passed some three years before through Mr. Martin's efforts), and an aider and abettor 10s. The bull had been baited at the local Wake. Wednesbury was then a great place for bull-baiting; the name of one of its principal streets, High Bullen, still testifies to an ancient notoriety. About the same time there were convictions at Wolverhampton; and the authorities of Oxford University bestirred themselves to petition Parliament in consequence of an especially horrible baiting within a few miles of the city.

The masters of Westminster School had often complained of the Westminster Pit. It was said that a bear had been kept there, continual victim, for two years, in which time its eyes had been torn out and its under jaw bitten away. Quite a distinguished gathering assembled at the Westminster Pit to watch the dog Billy kill a multitude of rats in the least possible time. A boy of 12 years of age, also called Billy, displayed his prowess at the Green Dragon Yard, Holborn, as a counter-attraction to the dog. Undertaking to destroy 17 rats with his teeth in two and a-half minutes, "he set to with his numerous antagonists in the boldest manner imaginable, and performed execution upon them with great ease, comfort, and address within the time."

CONCERN OF "THE TIMES."

It is evident that the wind blew favourably, from some quarters, for the matching of Mr. Wombwell's lion Nero against six mastiffs. And the fostering breeze was steady for some six months. There is diversion to be got from following the very various preliminary paragraphs in *The Times* of 1825, mostly reprinted from other papers, and from noting how the editorial hand withheld its blow. For *The Times* was much concerned for the social degradation resulting from what many members of Parliament and magistrates described as "the sports of the people of England."

In March appeared a statement that the fight would be fought for 5,000 sovereigns on Worcester racecourse, where an amphitheatre was to be erected, with a den in the middle; and "Leo" wrote to warn speculators to exercise caution in betting on the event, because long ago, in the presence of James I., two English bulldogs conquered one of the fiercest lions in the Tower of London. June brought the news that a travelling cage or den had been built for Nero in Shrewsbury, that Mr. Wombwell was confident of retaining his 5,000 guineas, and that a gentleman of Shrewsbury had offered £1,000 for the battle to take place in that neighbourhood. The stake, it will be noticed, had grown from sovereigns to guineas; the prices of admission were three guineas, two guineas, and one guinea.

An evening paper was quoted in July to effect that the fight was not a hoax, as some thought, but would be held at Warwick, and at Warwick an amphitheatre was now finished for the purpose

(Continued on next Column).

ALCOHOL AND LUNACY.

WHAT TO DO WITH DRUNKARDS.

Sir Maurice Craig, who is president of the section upon neurology and psychological medicine, addressed the doctors at a breakfast given in their honour by the National Temperance League on July 23rd. Dealing particularly with the mental effects of alcoholism, Sir Maurice urged the need for greater legislative power in dealing with the chronic alcoholic. There was hardly a week passed in which he was not brought into contact with chronic alcoholics, who were dangerous and baneful to the community. Education would not touch them, and prohibition would merely increase their cunning. Yet they were allowed the same liberty as people of ordinary conduct. While not a large proportion of chronic alcoholics were detained in mental hospitals, it was not because they should not be there, but because the Lunacy Laws were never directed to deal with that particular type of disorder. The chronic alcoholic, as a rule, regained his mental equilibrium in the general sense after a few days withdrawal from alcohol, and was discharged as a rod to beat his long-suffering relations. Mental asylums were not the ideal place in which to treat the alcoholic, and when clinics were set up to deal with certain types of mental disorder they would be the places to which alcoholics should be sent. They were sick persons, and if they would not treat themselves as such other people should be empowered to do it for them; and the sooner a means was devised to this end the better.

Sir Maurice deprecated the use of alcohol as an hypnotic for sleeplessness. In his early professional days he used it, but had ceased to do so except in rare cases, because it was unreliable, and in some cases as dangerous as morphia in the rapidity with which the habit might be induced.

capable of holding 10,000 people. By the middle of the month *The Times* had satisfied itself that preparations were actually being made for this "frightful exhibition," and appealed to the right feeling of Nero's owner, or, failing that, to the sense of duty in the magistrates, "to spare us the painful task of recording that such an outrage to every impulse of compassion and humanity has occurred among the civilized people."

Mr. Martin appealed to the local authorities at Warwick to stop the fight. First the Mayor, and then a justice of the peace declined to interfere. Their reason was that, under Mr. Martin's present Act, "no steps could be taken before the act constituting cruelty had been committed." A Quaker who lived near Warwick went down to the menagerie to remonstrate with Mr. Wombwell, and afterwards wrote him a dignified and touching letter, which "did infinite credit both to the head and heart of the writer." But Mr. Wombwell was as hard to move as the magistrates. Nero was thrown to the dogs; and *The Times*, fulfilling its painful task, devoted to the fight over two and a-half columns of precise, ironic, and pungent description.

LION AND DOGS.

There was no amphitheatre capable of holding 10,000 persons. Only 400 or 500 assembled in an enclosure called the Old Factory Yard. The cage stood in the centre of a hollow square, formed on two sides by ranges of empty workshops, at the windows of which sat the spectators on planks resting on barrels. Nor was there any sign save the posters that 5,000 sovereigns or guineas were at stake. "This lie was too monstrous for even rustic credulity to swallow." The prices of admission were suspected of being what could be got.

Nero belied his name by proving the most amiable, gentle, and patient of lions. When the dogs rushed at him, catching him by the dewlap and mane, he shook them off and never attempted to return the attack. He roared on being hurt. He would have run away if the cage had not restrained him. As the dogs hung to his throat and head he pawed them off by sheer strength. In so doing and in rolling upon them he did his assailants considerable mischief. But he never bit or attempted to bite during the whole contest and seemed to have no desire to avenge himself for any of the punishment he suffered. His temper was as good as the end as at the beginning.

There were two fights, the first of which lasted 11 minutes, the second something less than five. It was quite clear from the start that the lion "had no more thought or knowledge of fighting than a sheep would have had under the same circumstances." The dogs, on the other hand, were very game.

A day or two later another lion, Wallace, was matched against another half-dozen dogs. He turned out to be a very different fellow from the gentle Nero. Knocking out one dog with his paw he carried another round the cage in his mouth. A third he treated so rudely that its owner shouted at Mr. Wombwell, "There, you see how you have gammoned me to have the best dog in England killed." This time the lion was declared to have won. Moreover, the price of admission was frankly stated at 5s. One gathers that the affair so ingeniously heralded fizzled out, and that many learnt from the long description of the first fight to share the disgust and indignation expressed by *The Times* "at the cruelty of the spectacle and the enormities of the magistracy."

"CREDO."

THE FAITH OF A BRITISH PATRIOT.

The following statement of Lord Milner's position in politics was found among his papers after his death. It was one of a series of notes which he had intended to embody in a volume of memories and opinions, and is now published, by Lady Milner's permission, exactly as it was written.

CREDO. Key to my position.

I am a Nationalist and not a cosmopolitan. This seems to be becoming more and more the real dividing line of parties.

A Nationalist is not a man who necessarily thinks his nation better than others, or is unwilling to learn from others. He does think that his duty is to his own nation, and its development. He believes that this is the law of human progress, that the competition between nations, each seeking its maximum development, is the Divine Order of the world, the law of Life and Progress.

I am a British (indeed primarily an English) Nationalist. If I am also an Imperialist, it is because the destiny of the English race, owing to its insular position and long supremacy at sea, has been to strike fresh roots in distant parts of the world. My patriotism knows no geographical but only racial limits. I am an Imperialist and not a Little Englander, because I am a British Race Patriot. It seems unnatural to me—I think it is impossible from my point of view—to lose interest in and attachment to my fellow-countrymen because they settle across the sea. It is not the soil of England, dear as it is to me, which is essential to arouse my patriotism, but the speech, the tradition, the spirit heritage, the principles, the aspirations of the British race. They do not cease to be *mine* because they are transplanted. My horizon must widen, that is all.

I feel myself a citizen of the Empire. I feel that Canada is my country, Australia my country, New Zealand my country, South Africa my country, just as much as Surrey or Yorkshire. We are told that there is no such thing as citizenship of the Empire. In the purely juridical sense that may be true. Juridical definitions spring out of and no doubt strengthen and to some extent stereotype existing human relationships. They do not create them. The tendency to monogamy led to the institution of marriage. When men's political relationships were bounded by a province citizenship was limited to a town. In time it was widened. There is such a thing as citizenship of a country. It is only a question of time when the expansion of the race will compel a new juridical conception, that of a common citizenship of all the countries which that race inhabits or controls.

The wider patriotism is no mere exalted sentiment. It is a practical necessity even from the point of view of "Little England"—England, nay more, Great Britain, nay more, the United Kingdom is no longer the power in the world which it once was, or, in isolation, capable of remaining a power at all. It is no longer even self-supporting. But the British Dominions as a whole are not only self-supporting. They are more nearly self-sufficient than any other political entity in the world, that is, if they can be kept an entity, if their present loose and fragile organizations can be made tenacious though elastic.

This brings us to our first great principle—follow the race. The British State must follow the race, must comprehend it, wherever it settles in appreciable numbers as an independent community. If the swarms constantly being thrown off by the parent hive are lost to the State, the State is irreparably weakened. We cannot afford to part with so much of our best blood. We have already parted with much of it, to form the nucleus of another wholly separate though fortunately friendly State. We cannot suffer a repetition of the process.

The time cannot be far distant when this practical aspect of Imperial unity will become apparent to everybody. The work of British Imperialists during my lifetime has been to hold the fort, to keep alive the sentiments which made against disruption, which delayed it, against the time when its insanity became generally apparent. Their business has been and still is to get over the dangerous interval during which Imperialism, which for long appealed only to the far-seeing few, should become the accepted faith of the whole nation.

This was, in my young days, when the gradual dissolution of the Empire was regarded as an inevitable, almost a desirable eventuality. This view is no longer anything like so general, anything like so potent as it was. In another 20 years it is reasonable to hope that it may be altogether extinct—that all Britons, alike in the Motherland or overseas, will be Imperialists, that it will be the happier fate of those who come after us to create that State which it has been our duty to preserve for them the possibility of creating.

What makes this result possible, what makes it, thank God, I believe inevitable, is the advance of the world.—*The Times*.

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W. J. BRYAN.

AN IMPASSIONED ORATOR.

William Jennings Bryan, whose sudden death at Dayton, Tennessee, on July 26th, made a world-wide sensation, was one of the most notable figures in American political life during the last 30 years. No other man exercised such a prolonged and commanding influence in the Democratic Party. No party policy could be inaugurated and no political move made without due consideration of what Bryan might say or do. Yet no man was pursued with such intense antipathy from members of his own party, and Bryan, although generally able to command the support of the majority of the Democrats in the country, was a disruptive force, and all his power and influence were insufficient to win him victory at the polls and the fruits of office.

Bryan's political career is one long story of failure. Three times he was the national candidate of the Democrats for the Presidency and each time he went down in defeat, the majorities against him increasing at each successive election. He was an unfailing champion of lost and losing causes, and as each sank into oblivion he was willing and ready to forget and had others to defend with equal passion and fervour. He had such confidence in himself that defeat mattered little, and where others, more sensitive, might have succumbed to despair, he returned smiling to the battle with his own influence and his followers' trust unimpaired.

A powerful voice, an impassioned delivery, and an impressive personality made him a tremendous force in a party convention, and the larger his audience the greater was the influence that he could wield by his vigorous oratory. He was a great campaigner, eager and untiring as Roosevelt, and a greater speaker, with a more devoted following, but without the charm and magnetic power, and therefore less a national figure.

Born in 1860 at Salem, Illinois, Bryan was essentially a Westerner. He belonged to the Radical wing of the Democratic Party, and in America there are often greater differences within the party than between the parties. When he first emerged into political life he was the mouthpiece of the extreme liberal views then current in the Middle West, and by the Democrats of the East, bound as they so often were to Wall-street or Tammany Hall, he was looked on as an "anarchist." Throughout his political career he was probably more often engaged in fighting against his foes with backward tendencies in his own party than against his party opponents, the Republicans.

"CROSS OF GOLD" SPEECH.

He was trained in the law in Illinois, attending the State University, but soon after he had qualified he went out West and settled in the growing town of Lincoln, Nebraska. He practised there for a time, but soon his interest turned to politics, and he had served a term in Congress before he won fame at the Democratic convention in Chicago in 1896. The country was then experiencing bad times; the second Administration of Cleveland was feebly drawing to its close. Bryan, ever ready with a panacea for all the country's and the world's ills, found one ready to hand in bimetallism and delivered the famous speech which swept the delegates off their feet and won the nomination quite unexpectedly for him, a young and unknown man. His peroration is often quoted: "You shall not press down upon the brow of labour this crown of thorns. You shall not crucify mankind upon a cross of gold." He had carried the Democratic convention by a majority, but he did not carry the party with him and he suffered defeat in the election.

The Spanish War broke out before another election came, and Bryan, like many other politicians, offered his services, being awarded the rank of Colonel, but he got no nearer the front than Florida.

For the election in 1900 Bryan was again the Democratic candidate. There was little on which to attack the Republicans save the "Imperialism" which had come to life since the war. Bryan was defeated by nearly a million votes, and in 1904 his opponents gained control of the convention and secured the nomination of Judge Parker of New York. The result was an even more crushing defeat for the Democrats, and in 1908 Bryan was recalled as candidate only to meet with a third defeat.

IN WILSON'S CABINET.

At the Baltimore convention of the Democrats in 1912 Bryan once again showed his influence with the party during a deadlock, when by his championship of Woodrow Wilson and his denunciation of the reactionaries he swept the convention and secured the nomination of Wilson. The split in the Republican Party led to a Democratic victory and, when Wilson became President, Bryan was summoned to Washington and given the position of Secretary of State. The office includes other work besides the duties of a Foreign Secretary, but Bryan neither by training nor temperament was fitted for the post. He lacked the dignity and the composure required in a Foreign Minister, and he did not apply himself diligently to master the problems of the office. He shocked many in the country by continuing to deliver his popular lectures on Chautauqua circuits. Instead of pondering deeply on his problems in search of a real solution, he was too apt to rely on idle catchwords and phrases of the moment. As a pacifist, convinced and sincere, he thought that he could end war for all time by a series of arbitration treaties which he brought into being. It was an idle dream, for war was close at hand at the very moment.

As the war went on his position in the Cabinet had become irksome, since the President took more and more into his own hands the direction of foreign affairs. After the sinking of the *Lusitania* in 1915 Bryan protested against the severe tone of one of the Notes to Germany and resigned his position in the Cabinet, thinking the Note might lead to war. He was then largely a spent force in politics and the President had usurped his position as a popular figure. Still, probably he has never yet gained full credit for the part he played in securing the remarkable legislation passed during the first two years of the Administration.

Bryan thenceforward devoted his attention to the causes of Prohibition and Fundamentalism, both of which had their origin and chief strength in his own Middle West. At the recent trial at Dayton of a school teacher for teaching doctrines of evolution contrary to the State laws he again appeared in a *rôle* he had long neglected, as counsel for the prosecution. For days he fought a forensic battle and the trial eventually ended with the conviction of the defendant. Bryan had then indicated his intention to lead a great national movement of Fundamentalists. For a brief period in 1924 he emerged again in national politics, but at the New York Convention he was unable to exercise his old spell over the delegates and it was only with difficulty that he gained a hearing; the party refused his nominee Mr. McAdoo and selected Mr. Davis.

LECTURES AND JOURNALISM.

During his political career Bryan did little work at the Bar. He was engaged chiefly in journalism and in lecturing. He long owned and edited a newspaper, the *Commoner*, at his home town of Lincoln, and in it set forth his political views. He was greatly in demand as a lecturer and people never seemed to tire of listening to him as he discoursed even on the most uninteresting subjects. He amassed a fair fortune from his work as lecturer and journalist, and some years years ago retired to make his home at Miami, in Florida.

Bryan was no original thinker, and had no clearly defined or thoroughly worked-out position in politics. He was essentially a Democrat, in a wider than the party sense of the word, often narrow and crude in his outlook. He knew little of the compromises of politics. He made no appeal to the wider spirit of nationalism; in that he failed, and to that was due his repeated ill-success in political campaigns and in his short spell in the Cabinet. He was a wonderful orator, and his power of speech was perhaps the most remarkable of his generation. No one had such skill in moving vast audiences; often by sheer oratorical effort he could win over a hostile crowd and carry them along loudly cheering his words. He was hardly a great leader, and yet in the West among farmers and people in small towns he had a loyal and devoted following.

He was married in 1884 to Miss Mary Elizabeth Baird, of Perry, Illinois.

(Continued on next Column).

FLOWER SUPERSTITIONS.

SOME QUEER NOTIONS THAT PREVAIL.

[BY BASSETT DIGBY.]

The women who love the countryside may be interested to know how curious were the old-time superstitions about flowers and plants. Many of these queer notions still prevail in the remoter villages of the West Country.

St. John's wort was the blossom with which to banish evil spirits. Indeed, its alternative name was devil's flight, and even Pliny, in the long ago, declared that it scared demons. Its yellow flowers are still picked on St. John's day and hung over the peat-walled cabin door by Irish peasants. In the low-lying countryside of Somerset great faith was reposed in myrtle. "That's the luckiest plant to have in your window," you will still be assured by many a goodwife. "Water it every morning and be proud of it!"

A POTENT CHARM.

Country folk looked decidedly askance at moonwort, rooting it up wherever they encountered it. It was one of the night hags' most potent charms, declared Chaucer. Armed with a talisman of it, witches removed the shoes from horses and unlocked barn doors, thus letting the cattle stray. It was very unlucky to pick elder blossoms, and gleaners of firewood looked carefully through the faggots lest a stick of elder should have found its way into the bundle, because the Holy Cross was believed to have been fashioned out of a giant elder tree.

An old Hertfordshire saw was that rosemary flourished "only where the missis is master." Vervain was thought very highly of. It beautified the features, kept adders from biting you, foiled witches, and cured freckles. "Vervain and dill, hinder witches of their will!" ran the old couplet. Monkshood was a pet flower of witches, and on no account was it to be brought indoors. Its other name, wolfsbane, was bestowed in Anglo-Saxon days, when arrows were dipped in a decoction of the leaves—they are highly poisonous—and fired at wolves.

LABOUR AND THE EMPIRE.

PREFERENCE PROBLEM.

The Right Hon. J. Ramsay MacDonald, M.P., welcomed the delegates to the first British Commonwealth Labour Conference, which opened in the British Empire Parliamentary Association Room at the House of Commons on July 27th. Delegates attended from Australia, British Guiana, Canada, India, Newfoundland, Palestine, South Africa, and Ireland, the British representatives including Col. the Right Hon. J. C. Wedgwood, M.P., Mr. J. R. Davies, M.P., the Right Hon. Arthur Henderson, M.P., Mr. A. A. Purcell, M.P., Mr. G. Lansbury, M.P., Mr. R. Smillie, M.P., the Right Hon. B. Spoor, M.P., and Mr. J. Maxton, M.P.

There seemed to be an assumption in this country, said Mr. MacDonald, that the Tory party were the only party that cared anything about the Empire. This was all fudge and humbug. (Hear, hear.) As a matter of fact, the first party that took any keen interest in the Empire—he used the expression in the sense of the co-operative unity of nations—was the Labour party. Long before either the Tories or the Liberals ever dreamt of doing anything except talking of the Empire for political purposes, the Labour party was studying the Empire for the purpose of creating a unified movement. The more the Labour party built up a democratic state, not only in the sense of political liberty, but in the sense of industrial and economic power, the more their party pursued that policy, the more successful it became. He thought he could say that in every Dominion and also in this country the Labour movement had reached the stage when they now had to build up a programme of practical action which would enable them to realise their ideals.

Referring to the question of preference, Mr. MacDonald said in Great Britain it had become purely a party issue. There was an idea that the Union Jack was a sort of trade mark to be used in every great national, Imperial, or international matter, to enable certain sections to trade who perhaps would not trade but for the propaganda associated with the Union Jack. This was not good enough for Labour, who did not want merely to use the Empire to benefit certain sections of capital. Their conception of Empire was very much wider, deeper, and higher than that. The foundation of successful co-operation between different peoples living under different conditions was the power to be sympathetic so that they could understand each other's point of view. What we had to do was to devise some means by which these preferences, whatever form they might take, were given for the benefit of the whole community. He could see no way out of that difficulty except by large wholesale purchases by committees under Government control. In this matter of bulk purchases the Dominion Governments must be willing to come into the scheme, and our Government must do the same. In that way goods produced under fine Labour conditions in such a way that the production maintained a high standard of working class body, mind, and soul, should be handled so that the whole of the countries co-operating would benefit as a community, and not merely in capitalist sections. This was a problem which had to be worked out, and which he hoped would very soon be worked out.

After referring to the Geneva Protocol, Mr. MacDonald said their experience in foreign affairs would make the Labour party very unwilling to take any further responsibilities if they could avoid them. The idea that we were going to be the policemen of the world and put our noses into other people's affairs was a profound mistake, and the sooner we got back to limited responsibility and a trust to the self-development of peoples, the better it would be for the Dominions and for this country.

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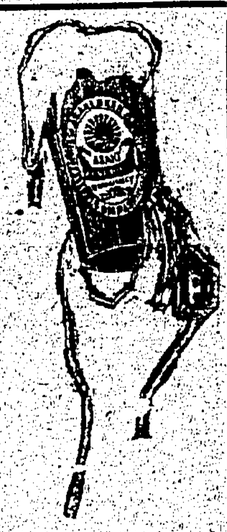
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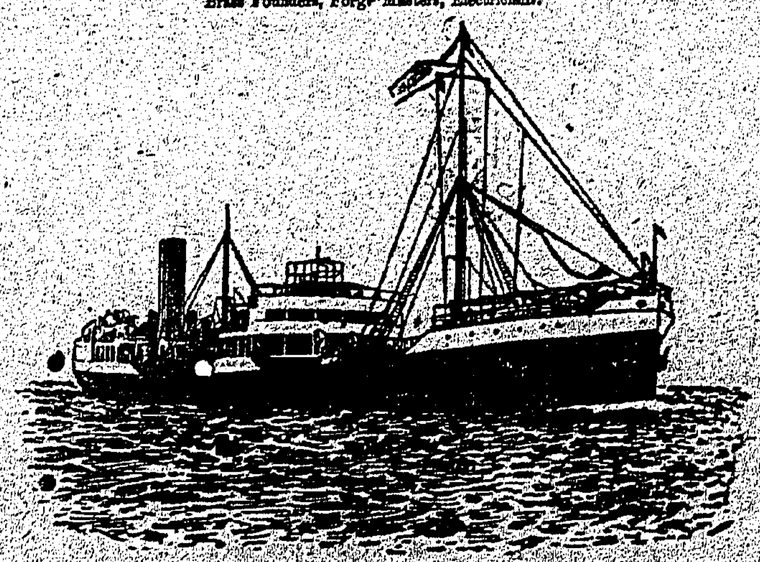
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SHIPPING NEWS

ARRIVALS.

September 3rd.

Kwangchow, British str., 1,572 tons, Capt. F. C. Lovegrove, from Bangkok, with a general cargo, lying at buoy No. B11.—B. & S.

Tjilatjap, Dutch str., 3,859 tons, Capt. H. de Jonge, from Amoy, with a general cargo, lying at buoy No. A10. —J.C.J.L.

September 4th.

Chak Sang, British str., 1,470 tons, Capt. W. J. Booker, from Bangkok, with a cargo of rice, lying at buoy No. B7.—J. M. & Co.

Halcaard, British str., 1,217 tons, Capt. C. W. Shearer, from Saigon, with a general cargo, lying at buoy No. C16. —Wo Fat Shing.

Hamburg Maru, Japanese str., 3,138 tons, Capt. K. Orihara, from Bombay and Singapore, with a general cargo, lying at Kowloon wharf.—O.S.K.

Hanoi, French str., 739 tons, Capt. L. Cruchot, from Haiphong and Fort Bayard, with a general cargo, lying at buoy No. C46.—M.M.

Karmala, British str., 5,679 tons, Capt. R. H. Griffin, O.B.E., R.N.R., from Singapore, with a general cargo, lying at Naval Dockyard.—Mackinnon, Mackenzie & Co.

Mito Maru, Japanese str., 4,357 tons, Capt. M. Matsuda, from Hamburg and Singapore, with a general cargo, lying at buoy No. A3.—N.Y.K.

Sekkow Maru, Japanese str., 2,004 tons, Capt. H. Oiwa, from Saigon, lying at buoy No. B54.—O.S.K.

West Cajoot, American str., 3,339 tons, Capt. G. Curtis, from Los Angeles and Manila, with a general cargo, lying at buoy No. A27.—Struthers Barry.

CLEARANCES.

September 4th.

Comus, for Tarakan.
Fook Sang, for Singapore.
Hamburg Maru, for Kobe.
Hin Sang, for Sandakan.
Laomedon, for Manila.
Mito Maru, for Shanghai.
President Cleveland, for Manila.
Sekkow Maru, for Keelung.
Tjilatjap, for Macassar.
Wo Sang, for Shanghai.

SHIPPING NOTES.

The total number of vessels in the harbour at 9 a.m. yesterday was 93, of which 52 were British. During the previous 24 hours there were 12 arrivals, of which five were British, one Dutch, one American, one French, and four Japanese. The departures numbered six.

The vessels arriving were the s.s. *Comus* from Tarakan with 7,500 tons of fuel oil; the s.s. *Kendal Castle* from Keelung with 300 tons of general cargo; the s.s. *Ting Sang Bo* from Shanghai with 1,437 tons of general cargo and mail; the s.s. *Chak Sang* from Bangkok and Kok-si-Ching with 2,035 tons of general cargo; the s.s. *Kwangchow* from Bangkok and Hoihow with rice and general cargo amounting to 1,945 tons and mails; the s.s. *Tjilatjap* from Sourabaya and Amoy with 71 tons of general cargo and mail; the s.s. *West Cajoot* from Los Angeles and Manila with a cargo of copra and lumber amounting to 4,500 tons; the s.s. *Chantilly* from Marseilles and Saigon with 70 tons of general cargo and mail; the s.s. *Mito Maru* from Hamburg and Singapore with a variety of dangerous goods for Yokohama and Shanghai; the s.s. *Higo Maru* for Keelung and the s.s. *Sekkow Maru* from Bangkok and Saigon (neither of which had cargo for Hongkong) and the s.s. *Tinzan Maru* from Chefoo and Weihaiwei with vermicelli and a general cargo amounting to 629 tons.

The departures for the 24 hours ended at 9 a.m. yesterday were the s.s. *Ayukawa Maru* for Swatow; the s.s. *Batavia* for Hoihow; the s.s. *Ho Sang* for Moji; the s.s. *Vulcanus* for Foochow; the s.s. *Kendal Castle* for Manila and the s.s. *Laomedon* for Manila. Vessels clearing later were the s.s. *Rhine Maru* for Manila; the s.s. *Nagano Maru* for Singapore; the s.s. *Taikwa Maru* for Hoihow; the s.s. *Tientsin* for Hongay; the *Empress of Canada* for Shanghai and the s.s. *Glengarry* for Shanghai.

The Indo-China S.N. Co.'s *Hin Sang*, following a trial trip on Thursday, left Hongkong yesterday afternoon on her third attempt to reach Sandakan. As previously announced she had to put back twice on account of the stokehold crew being unable to maintain a sufficient pressure of steam. No further trouble is now anticipated in this direction.

On arrival in port yesterday afternoon with the Home mail the s.s. *Karmala* went alongside the naval camber for the purpose of getting some of her heavy cargo discharged, the big crane being utilised.

VESSELS EXPECTED.

Benlomond (Ben Line), due September 7th.
Empress of Russia (C.P.R.), due Sept. 7th.
Nurkinda (P. & O.), due to-day, 5 a.m.
Tilapa (Apear Line), due September 7th.

CANADIAN PACIFIC

HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

	Leave Hongkong	Arrive Vancouver		Leave Quebec	Due Southampton
Empress Russia	Sept. 17	Oct. 5	Montrose	Oct. 30	Nov. 7
Empress Australia	Oct. 2	Oct. 21	Empress France	Nov. 11	Nov. 18
Empress Asia	Oct. 15	Nov. 2			

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Aug. 26	Aug. 28	Empress Canada	Aug. 29	Aug. 31
Sept. 9	Sept. 11	Empress Russia	Sept. 12	Sept. 14

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KASHIMA MARU ... Friday, 11th Sept., at 5 p.m.
HAKONE MARU ... Friday, 25th Sept., at 5 p.m.
SUWA MARU ... Friday, 9th Oct., at 5 p.m.

HAMBURG via LONDON & ROTTERDAM.
DAKAR MARU ... Monday, 21st Sept.

LIVERPOOL via ADEN & MARSEILLES.
TOBA MARU ... Sunday, 13th Sept.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 23rd September
AKI MARU ... Wednesday, 21st Oct.

NEW YORK and/or BOSTON via PANAMA.
MAYEBASHI MARU ... Friday, 11th September

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

JAVA.
BENGAL MARU ... Monday, 7th Sept.

BOMBAY via Singapore, Penang & Colombo.

RANGOON via Singapore & Penang.
NAGANO MARU ... Thursday, 3rd Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 17th Sept.

SHANGHAI, KOBE & YOKOHAMA.
MITO MARU ... Saturday, 5th Sept.
FUSHIMI MARU ... Sunday, 6th Sept.
TAMBA MARU ... Tuesday, 15th Sept.
HAKOZAKI MARU ... Tuesday, 22nd Sept.

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TIENTSIN via SHANGHAI	"TINGSANG"	Tuesday,	8th Sept., at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Thursday,	10th Sept., at 3 p.m.
KOBE via MOJI	"LAISANG"	Friday,	11th Sept., at 7 a.m.
KOBE via SHANGHAI	"KUMSANG"	Saturday,	26th Sept., at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Monday,	12th Oct., at 3 p.m.

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TO MANILA, CEBU, ILOILO AND ZAMBOANGA.
U.S.S.B. "WEST JESTER" ... In Port Leave Hongkong 1st Sept

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FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
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SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JEFFERSON" ... Sept. 6th, 5.00 p.m.
PRESIDENT GRANT" ... Sept. 18th, 5.00 p.m.
"PRESIDENT MADISON" ... Sept. 30th, 5.00 p.m.

TO EUROPE—£120—£112—£110
FOR MANILA

"PRESIDENT GRANT" ... Sept. 16th, 5.00 p.m.
"PRESIDENT MADISON" ... Sept. 22nd, 5.00 p.m.
"PRESIDENT JACKSON" ... Oct. 4th, 5.00 p.m.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.
For Passage and Freight Booking apply to
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Telephone: Central 2477, 2478 & 795. Hongkong and Shanghai Bank Building. [20

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,
GOTHENBURG.

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M.V. "NANKING" ... Will Leave on or About 10th October
Subject to change without Notice.
For further particulars, please apply to—
GILMAN & CO. LTD.,
23, Agents.

TROUBLES TO STIR STRIFE.

LORD BIRKENHEAD'S WARNING.

The Earl of Birkenhead, addressing a large gathering recently at Milton Abbey, Park, Dorset, the seat of Sir Eric Hambro, referred at the outset to his pronouncement in the House of Lords upon our policy in relation to India, and said: "I would say to our Indian critics, realise that that which I said in the House of Lords represents not only the considered policy of a party, but represents the considered and deliberate judgment of all parties in the British nation." (Cheers.) "If," he proceeded, "they are prepared to co-operate, if they are prepared with honesty and sincerity to attempt to make the constitution which we gave to them a success, no door is closed to them. But if, on the other hand, they are determined to render ineffective and futile the constitution which we framed, there are very few doors that are open to them, and that is a settled determination of the British nation."

"Whenever you meet a man who preaches the doctrine of Moscow," proceeded Lord Birkenhead, "treat that man as your enemy. I am in a position to inform you with considerable knowledge that there is a great deal of Russian money in our industrial centres of population to-day. Not many Russian roubles may find their way into your beautiful valley, but I have in mind great centres of population—Southampton and others are in my mind—in which it is certain that Russian money is being spent for the purpose of supporting revolutionary movements in this country. Whenever you hear of a public speaker who supports the tyranny of Moscow you should most carefully inquire what his inducements are. The theories of Moscow are irreconcilable with the safety of the British Empire. We do not propose, if we can prevent it, to allow the intervention of these poisonous political microbes into our national life. Between us and them there is a gulf, I believe, unbridgeable."

VISITORS AT HOTELS.

Hongkong Hotel	
Mr H. L. Aked	Mr T. O. Lammert
Mr H. E. Aked	Mr E. A. Larsen
Mr & Mrs S. M. Bander	Mr & Mrs C. Lauritsen
Mr & Mrs R. W. Bateman	Mr Learoyd
Mr N. Beale	Mrs & Miss Leavell
Mr A. Becker	Miss H. Lillie
Mrs E. R. Bellilios	Mr S. E. Lyster
Mr R. J. Birbeck	Mr A. MacGowan
Mr E. G. Bolos	Mr & Mrs C. Mancino
Mr T. Bramehl	Mr C. L. Manners
Mr & Mrs E. W. G. Burnes & 2 children	Mr C. M. McDonald
Mr P. L. Butler	Mr S. S. McKee
Mr D. E. Cappleman	Miss D. Metcalf
Mr W. B. Champlier	Mr O. Nilson
Mr R. W. Cholmondsley	Mrs W. H. Nortley & child
Mr & Mrs Clements	Mr J. E. Ollerton
Mr R. H. Clowes	Mr K. Pappie
Mr & Mrs W. H. Coates	Mr & Mrs C. B. J. Parsons
Mr & Mrs B. N. Collison	Mr R. H. Pope
Mrs F. A. Crampton	Mr Isaac Poppo
Mr F. C. Crush	Mr A. Ressking
Mr J. D. Dickie	Mr & Mrs Biggenbach and child
Mr M. Dykstra & 2 children	Mr A. H. Rowe
Mr E. E. Ellis	Mr Joseph A. Satosky
Mr G. A. Fafait	Mr Ed. A. Schwesinger
Mr G. F. Fisher	Mr A. B. Scott
Mr F. J. W. Focken	Mr & Mrs A. D. Silas and infant
Mr & Mrs A. H. A. Fong	Mr R. D. Simpson
Mr Wm. Galloway	Mr T. Sirezjot
Mr G. H. Gassoun	Mr J. E. Smith
Dr. D. L. Gawler	Mr J. T. Smith
Mr & Mrs J. Gould	Mr T. S. W. Smith
Dr. E. C. Gould	Mr Ed. T. Snuggs
Lt.-Com. & Mrs A. H. Guthrie	Mrs E. T. Snuggs
Capt. T. P. Hall	Miss F. M. Snuggs
Misses A. & F. Hamilton	Dr. H. F. Sommers
Mr & Mrs W. A. Hannibal	Mrs E. Sparke
Mr & Mrs W. Hansen	Mr & Mrs A. Springburg
Mr O. Hansen	Mr & Mrs L. A. Tobios
Mr & Mrs H. P. Harris & 2 children	Mr R. C. Tredwell
Mr A. Haywood	Mr C. Trimm
Mr & Mrs I. A. Hines	Lt.-Col. & Mrs G. Tukes
Mr Hoffmister	Mr & Mrs M. H. Varn and child
Mr C. E. Holmes	Miss M. Vos
Mr & Mrs R. Jarno	Miss E. S. Wallace
Mr A. T. Jensen	Mr G. Wandenberg
Mr A. K. Jensen	Mr H. Watkins
Mr V. Johansen	Mr E. C. Watson
Mr J. R. Johnstone	Mrs H. G. Williams
Mr J. R. Jones	Mr & Mrs Wilson and family
Mr J. E. Joseph	Mr & Mrs G. Woessner and child
Mr E. L. Judd	Mr D. E. Wood
Mr L. Kershaw	Mr R. E. Wood
Mr M. F. Key	Mr H. S. Zumvalt
Mr D. L. King	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 4th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.68	29.68	29.62
Temperature ...	86	79	86
Humidity ...	68	93	75
Wind Direction ...	E	Calm	Calm
" Force ...	3	0	0
Weather ...	B	C	C
Rain ...	0.00	0.00	0.00

Highest open-air Temperature on 3rd ... 88
Lowest open-air Temperature on 4th ... 79

PUBLISHED TO-DAY.
HONGKONG WEEKLY PRESS.
CONTAINING ALL THE WEEK'S LOCAL NEWS.
The Paper for and Home.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

s.s. "MALVERNIAN" via Suez Canal 19th September
s.s. "WALTON HALL" " 7th October

BOSTON NEW YORK & NEW ORLEANS
AMERICAN & ORIENTAL LINE

m.v. "ELMBANK" via Suez Canal 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

s.s. "KNOWSLEY HALL" 8th September
For Marseilles, London, Rotterdam & Antwerp.

MODERATE PASSAGE RATES TO MARSEILLES AND LONDON.

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ORIENTAL-AFRICAN LINE

s.s. "SURAT" Middle November
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

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s.s. "MALVERNIAN" via Suez Canal 19th Sept.
s.s. "TEUCER" via Suez Canal 28th Sept.
s.s. "WALTON HALL" via Suez Canal 7th Oct

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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For Freight and Particulars, apply to

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HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. 13

PRINCE LINE FAR EAST SERVICE

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For BOSTON
and
NEW YORK



S.S. "GAELIC PRINCE" 2nd half Sept., 1925

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NARKUNDA"	16,227	5th Sept. 4 p.m.	Marseilles & London.
"JEYPORE"	5,318	11th Sept.	Singapore, Penang Colombo & B'bay.
"KHYBER"	2,114	19th Sept.	Port Soudan, Marseilles, London, Antwerp & Hull.
"NAGPORE"	5,223	24th Sept.	Singapore & Bombay.
"KARMALA"	2,128	3rd Oct.	Marseilles, London & A'werp.
"SOUDAN"	4,696	14th Oct.	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"SICILIA"	6,812	28th Oct.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	2,135	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,902	14th Nov.	Marseilles & London.
"KALYAN"	2,144	28th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	8,985	10th Dec.	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	12th Dec.	Marseilles & London.
"KASHGAR"	9,005	26th Dec.	Mars., London & Antwerp.
		1926	
"MACEDONIA"	11,089	9th Jan.	Marseilles & London.
"KHYBER"	2,114	23rd Jan.	Marseilles, London, & A'werp.
"DELTA"	8,027	4th Feb.	S'pore, Penang, Colombo, & B'bay.
"MALWA"	10,941	6th Feb.	Marseilles & London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,006	24th Sept.	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	9th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	4th Nov.	
"TANDA"	5,958	2nd Dec.	
"ARAFURA"	6,000	5th Jan.	
"ST. ALBANS"	4,500	3rd Feb.	
"TANDA"	5,958	3rd Mar.	

The E. & A.S.S. Co., Ltd. steamers will also call at Shanghai, Moji, Cebu, Kolamongan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom viâ New Zealand, Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London viâ Suez Canal.
The P. & O. Branch Service of Steamers to London viâ the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London viâ Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KARMALA"	2,128	6th Sept. 6 a.m.	Shanghai, Moji & Kobe.
"TILAWA"	10,006	9th Sept.	Kobe.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"SOUDAN"	4,696	18th Sept.	Shanghai, Moji & Kobe.
"TALAMBA"	8,018	21st Sept.	Kobe
"KHIVA"	2,135	2nd Oct.	Shanghai, Moji & Kobe
"SICILIA"	6,812	2nd Oct.	Shanghai & Kobe.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	2,144	1st Nov.	do.
"TANDA"	5,958	7th Nov.	Moji, Kobe & Yokohama.
"MOREA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	14th Nov.	S'hai., Moji & Kobe
"KASHGAR"	9005	28th Nov.	do.
"SOUDAN"	4,696	28th Nov.	Shanghai & Kobe.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"ARAFURA"	6,000	12th Dec.	Moji, Kobe & Yokohama.
"KHYBER"	2,114	28th Dec.	Shanghai Moji & Kobe

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ort carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

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DOUGLAS STEAMSHIP CO., LTD.,

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

*HAICHING ... Capt. W. S. Turnbull ... Friday, 11th Sept., 1 p.m.
*For Amoy and Foochow, only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $60.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO.,

LIMITED.

NEWCHWANG	"CHIHLI" ...	... On 5th Sept.,	5 p.m.
BANGKOK	"KIANGSU" ...	... On 6th Sept.,	D.L.
AMOY & SHANGHAI	"LUCHOW" ...	... On 8th Sept.,	4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"TEAN" ...	... On 10th Sept.,	10 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 33. Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE"

This Vessel will sail hence on her maiden voyage on 25th Sept., at 4 P.M.
— FOR —
MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
This New Vessel is fitted with the Finest and Most Up-to-Date First and Second Class Passenger Accommodation.
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S.S. "KENDAL CASTLE Sails 2nd Sept

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TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI:

M.S. "ESQUILINO Sails 28th Aug.
S.S. "GERANIA" (cargo only) Sails 10th Sept.
S.S. "DUCHESSA D'AOSTA" Sails 12th Sept.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

M.S. "ESQUILINO" Sails 7th Sept.
S.S. "DUCHESSA D'AOSTA Sails 31st Sept.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA sails 1st September
S.S. "UMZUMBI" Sails 1st October

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
	1925	1925	1925
AMBOISE	— ,,	— ,,	15th Sept., ,,
CHANTILLY	31st July, ,,	2nd Sept., ,,	29th Sept., ,,
POETHOS	14th Aug., ,,	15th Sept., ,,	13th Oct., ,,
D'ARTAGNAN	28th Aug. ,,	29th Sept., ,,	27th Oct., ,,
ANGKOR	11th Sept. ,,	13th Oct., ,,	10th Nov., ,,
ANGERS	25th Sept., ,,	27th Oct., ,,	24th Nov ,,

RATES OF PASSAGE MONEY TO MARSEILLES
(Including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ,, ...£ 68. 0s. 0d.
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Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALE No 1 (Cargo Boats).
s.s. loading for HAVRE ANTWERP & DUNKIRK about
YANG-TZE" from DUNKIRK, LONDON & HAVRE is due to arrive about 24th September.
Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,
Telephone Central 745. 2, Queen's Buildings.
CONSIGNATION—TRANSIT—REPRESENTATION. 13

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

The public are advised that correspondence intended for Canton will, if superscribed "By Train," be transmitted in the mail closed at 9.15 a.m. daily and forwarded by the 9.15 train from Kowloon.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay of 2 hours.
The Radio Office will be closed from 8 p.m. to 8 a.m. until further notice.
Messages in Code must have name of Code used included in text.

INWARD MAILS.

From	Per	Due
Europe via Siberia, Japan & Shanghai (London, 14th Aug.)	*Nitto Maru*	5th Sept.
Shanghai and Amoy	*Shantung*	5th Sept.
Shanghai	*Narkunda*	5th Sept.
Straits	*Tilawa*	7th Sept.
Canada, U.S.A., Japan & Shanghai	*Pres. Grant*	9th Sept.
Canada, U.S.A., Japan & Shanghai & Europe via Vancouver, London 8th Aug.	*Emp. of Russia*	9th Sept.
Australia & Manila	*Arafura*	11th Sept.

OUTWARD MAILS.

For	Per	Date	
Macao	*Kinshan*	Saturday, 5th,	7.15 A.M.
Canton (correspondence sepecially superscribed "By Train" only)	*Train*		8.15 A.M.
*Straits and Calcutta	*Fooshing*		10.00 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C. 26th Sept.	*Pres. Jefferson*	Parcels	Noon
		Registration	5.00 P.M.
		Letters	5.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden Egypt & Europe via Marseilles—due Marseilles, 2nd Oct.	*Narkunda*	Reg.	1.45 P.M.
		Letters	2.30 P.M.
Macao	*Sui An*		2.00 P.M.
Japan	*Macassar Maru*		2.30 P.M.
Bangkok	*Kiangsu*		5.00 P.M.
Fort Bayard, Hoihow, Pakhoi & Haiphong	*Hanoi*		5.00 P.M.
Shanghai and Japan	*Karmala*	Sunday, 6th,	9.00 A.M.
Swatow, Amoy and Formosa	*Kaijo Maru*		9.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & *Europe via SAN FRANCISCO—due San Francisco, 5th Oct.	*Shinyo Maru*	Tuesday, 8th,	
		Reg.	9.45 A.M.
		Letters	10.30 A.M.
Straits Egypt & Europe via Marseilles—due Marseilles, 7th Oct.	*Perseus*	Registration	1.45 P.M.
		Letters	2.30 P.M.
Amoy	*Luchow*		2.00 P.M.
Hoihow, Pakhoi and Haiphong	*Tean*	Thursday, 10th,	8.30 A.M.
Manila	*Pres. Grant*		3.30 P.M.
Amoy and Foochow	*Hai Ching*	Friday, 11th,	Noon
Manila	*Pres. Hayes*	Monday, 14th,	5.00 P.M.

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"PERSEUS"	8th Sept.	Marseilles, London, Rotterdam & Hamburg.
"EUMAEUS"	22nd Sept.	Marseilles, London, Rotterdam & Hamburg.
"HELENUS"	6th Oct.	Marseilles, London, Rotterdam & Hamburg.
"RHESUS"	12th Oct.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"TYDEUS"	11th Sept.	Genoa, Havre, Liverpool & Glasgow.
"MEDON"	6th Oct.	Genoa, Havre, Liverpool & Glasgow.
"JASON"	20th Oct.	Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA).

"ACHILLES"	23rd Sept.	Victoria, Vancouver & Seattle.
"PROTESILAUS"	10th Oct.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"TEUCER"	28th Sept.	Boston, New York & Baltimore via Suez.
"EURYLOCHUS"	19th Oct.	Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"HECTOR"	21st Oct.	Singapore, Marseilles & London.
"SARPEDON"	18th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	16th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"HECTOR"	3rd Mar.	Singapore, Marseilles & London.
"SARPEDON"	7th April	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [16

COMMERCIAL.

OPENING QUOTATIONS.

September 4th, 1925.

On London.—	
Telegraphic Transfer	2/5
Bank Bills, on demand	2/5 3/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/5¼
Credits, at 4 months' sight	2/5⅛
Documentary Bills, 4 months' sight	2/6
On Paris.—	
Bank Bills, on demand	1.50
Credits, 4 months' sight	1.51
On New York.—	
Bank Bills, on demand	58⅛
Credits, at 30 days' sight	60⅛
On Bombay.—	
Telegraphic Transfer	159½
Bank Bills, on demand	
On Calcutta.—	
Telegraphic Transfer	159½
Bank Bills, on demand	
On Shanghai.—	
Bank Bills, at sight	98
Private, 30 days' sight	nom.
On Yokohama.—On demand	144
On Manila.—On demand	117½
On Singapore.—On demand	100
On Batavia.—On demand	144
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	77½
Sovereigns, Bank's Buying rate	$9.66
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	33½

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital ... $50,000,000
Issued and Fully Paid-up ... $20,000,000
Reserve Funds:—
Sterling ... £4,500,000
Silver ... $36,500,000
Reserve Liability of Proprietors ... $20,000,000

Court of Directors:
G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. C. M. Bernard, Esq. | Hon. Mr. A. O. Lang,
W. H. Bell, Esq. | W. L. Pattenden, Esq.
A. H. Compton, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak. | T. G. Weall, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager, Shanghai—G. H. Stitt, Esq.
London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 19th May, 1925. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Ch. Manager.
Hongkong, 7th January, 1925. [26

SOCIETE FRANCAISE DE GERANCE, DE LA BANQUE INDUSTRIELLE DE CHINE.

(Etablissement Franco-Chinois.
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
Paris, 74, Rue St. Lazare.

Capital Frs. 10,000,000
Reserves Frs. 10,790,000
Working fund provided by The Banque Industrielle de Chine: Frs. 50,000,000.

BANKERS:
France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN
Manager.
Hongkong, 12th July, 1924. [19

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital $40,000,000.00
Paid-up Capital 12,278,440.00
Reserve Founds 9,438,435.34

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-Agencies all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.
TSUIKEE PEI,
Manager.
Hongkong, September 8th, 1921. [23



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. A-1-38

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ... £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,300,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur
Rangoon	Batavia	Hongkong
Madras	Shanghai	Bombay
Howrah	New York	Simla
Calcutta	Kandy	Penang
Singapore	Colombo	Karachi
Port Louis	Soerabaya	Delhi
Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.
J. B. ROSS,
Acting Manager.
7, Queen's Road Central,
Hongkong, April 17th, 1925. [29

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 53,400,000.00
Reserve Fund Frs. 59,657,333.54

Branches:

Bangkok	Hongkong	Saigon
Batavia	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
In New York: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LEGOT
Manager.
Hongkong, 28th March 1924 [31

THE BANK OF TAIWAN, LIMITED.
(Taiwan Ginko.

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) Yen 52,500,000
Reserve Fund Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches
Japan:—Tokyo, Yokohama, Kobe, Osaka
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Haukow, Amoy, Foochow, Swatow, Canton.
Others:—Bangkok, Hodgkong, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
Z. YAMAMOTO,
Manager,
Hongkong Branch,
4, Des Voeux Road, Central.
Hongkong, 30th May 1925. [27

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) Yen 100,000,00
Reserve Fund Yen 80,500,00

Head Office: Yokohama

Branches and Agencies at:

Batavia	Karachi	Soerabaya
Bombay	Kobe	Rangoon
Buenos Ayres	London	San Francisco
Calcutta	Lyons	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fangtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuan	Rio de Janeiro	Tsingtao
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rate to be obtained on application.
C. ARIMA, Manager.
Hongkong, 20th August, 1925. [35

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1868.

Authorised Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	"	80,000,000 (£8,666,670)
Reserve Fund	"	20,536,881 (£1,711,405)
Special Reserves	"	22,680,000 (£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.
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THE BANK OF CANTON, LIMITED.

Head Office: Hongkong

Established 1912.

Authorised Capital	$1,200,000
Paid Up Capital	$1,078,580
Silver Reserve Fund	$700,000

Foreign Exchange and General Banking business transacted.
Interest allowed on
Current Accounts
2% per annum on daily credit balances of over $100.
Savings
4% per annum
Deposits
for 12 months 5% per annum
for 6 " 4% " "
for 3 " 3% " "
on demand 2% " "
Branches
Canton, Shanghai, Hankow, Bangkok and New York.
London Bankers
The Lloyds Bank, Limited.
LOOK POONG SHAN
Chief Manager.
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